Wednesday
23rd February, 1949

THE CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART I—QUESTIONS AND ANSWERS)

Official Report

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CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART I—QUESTIONS AND ANSWERS)

(Wednesday, 23rd February, 1949)

The Assembly met in the Assembly Chamber of the Council House at a Quarter to Eleven of the Clock, Mr. Deputy Speaker (Shri M. Ananthasayanam Ayyangar) in the Chair.

STARRED QUESTIONS AND ANSWERS

(*a*) ORAL ANSWERS

MEASURES TO CHECK ADULTERATION OF AGMARK GHEE

*597. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Agrioulture be pleased to state whether it is a fact that at the Sixth Agmark Ghee Conference, which met in Delhi, a resolution was passed to the effect that the minimum punishment for perpetration of fraud upon the public by the sellers of Agmark Ghee should be three months' rigorous imprisonment?

(b) Is it a fact that this conference was presided over by the Secretary of the Ministry of Agriculture?

(c) What steps have been taken to implement the resolution referred to in part (a) above?

(d) Have Government taken any steps to bring down the price of Agmark Ghee?

(e) Have the Provincial Governments been taking effective steps to check adulteration?

(f) Was this point considered at the Conference and if so, with what result?

The Honourable Shri Jairamdas Doulatram: (a) No such resolution was passed at the Conference. A misunderstanding has probably occurred due to the fact that a resolution was passed at this Conference recommending that all offences whereby the public is being defrauded by selling other ghee under the plea or guise that it is Agmark ghee should be punished with minimum of three months' rigorous imprisonment with or without fine. A copy of the resolution is placed on the table of the House. It draws attention to the unauthorised practice of selling ordinary ghee as Agmark ghee, by either imitating the method of marking and packing Agmark ghee or using counterfeit agmark labels or tampering with the contents of tins filled with genuine Agmark ghee.

(b) Yes.

(c) The Implementation of the resolution involves an amendment of the Agricultural Produce (Grading and Marketing) Act, and the matter is under consideration.

(d) The price of Agmark Ghee is ruled by the price of ordinary or non-Agmark ghee.

(e) It is difficult to generalise as the administration of the Pure Food Laws by the Provincial Governments is not uniform.

(f) Yes, a resolution was passed recommending that the Provincial and State Pure Food Laws should be rigorously enforced by (i) extending the provisions of these laws to all places in the Provinces/States, (ii) collecting and analysing a larger number of check and inspection samples, and (iii) awarding adequate punishment to the offenders.

STATEMENT

SIXTH AGMARK GHEE CONFERENCE, 1948

(RESOLUTIONS PASSED)

Resolution No. 1.—Extension of Agmark grading

This Conference recommends that grading of ghee under the Agmark should be expanded by :

(i) intensive propaganda in favour of sale and consumption of graded ghee,

(ii) banning of inter-provincial movement of ungraded ghee,

(iii) fixing on a triennial basis a percentage of graded ghee for export to other areas, so that a reasonable proportion of the total Agmark ghee graded may remain within the producing area for local consomption,

(iv) permitting liberal export of ghee graded by producers' co-operative societies, and

(v) allowing special standards in the beginning, wherever necessary, *provided* the P. A. Test is made compulsory and that ghee packed under these special standards bears a distinguishable Agmark label.

Note.—Pandit Radhakant Malaviya and Mr. B. S. Deshpande opposed part (i) of the Resolution and desired that their opposition should be recorded on the ground that no further propaganda should be undertaken till we were thoroughly satisfied that the ghee we put on the market under the Agmark Scheme was absolutely pure and of the correct quality and approved by the public.

Part (ii) of the Resolution was also opposed by a few members including Pandit Malaviya and Mr. Deshpande.

Resolution No. 2.—Check on quality control of Agmark ghee

The Conference recommends that for checking the quality of Agmark ghee, measures should be taken to tighten up further, the quality control arrangements by—

(i) check sampling at least 25 per cent of the total number of melts instead of 15 per cent. at present,

(ii) analysing completely 50 per cent. of the melt samples against 35 per cent. at present and all check samples and subjecting 5 per cent of the total samples so analysed to P.A. test at the control laboratories. But the percentage for P.A. test may be raised to 10 after all the packers' laboratories have been fully equipped for performing that test,

(iii) making arrangements for expeditious analysis of the samples by opening regional laboratories and strengthening the staff and other arrangements at the existing control laboratories,

(iv) requesting the municipal and public health authorities effectively to assist in checking the quality of Agmark ghee, and

(v) issuing Letters of Authority for collecting check samples to persons in responsible positions, such as members of the Central and Provincial Legislatures, Officers of public bodies like Go-Sewak Sangh, Wardha, and others.

Resolution No. 3.—Self-supporting basis for Agmark Scheme

This Conference recommends that with a view to strengthen quality control and make the Agmark Scheme self-supporting, steps should be taken to—

(i) strengthen the staff and other arrangements at the control laboratories and to organise regional laboratories as early as possible, and

(ii) increase the Agmark label charge to 10 annas per maund with effect from 1st October, 1948

Resolution No 4.—Heavy penalty for unlawful use of Agmark labels

Having regard to the fact that several cases have occurred in the past and are still occurring where public is being defrauded by selling ghee under the plea or guise that it is Agmark ghee, either by counterfeiting Agmark labels or by tampering with the contents of tins sealed with genuine Agmark labels or by using labels imitated in accordance with the Agmark design or by other means, this Conference is of emphatic opinion that all such

offences should be punished with a minimum of 3 months' rigorous imprisonment with or without fine and that informants of cases resulting in successful prosecution should be suitably rewarded.

Resolution No. 5.—Popularising Agmark ghee

This Conference recommends that with a view to promoting grading under the Agmark standards, the following steps should be taken for increasing the sale of Agmark ghee:

(i) the Agmark packers should be requested to limit their margin of profit on Agmark ghee and aim at larger turnover and also pack greater quantities of Agmark ghee in small containers for the benefit of private household consumption,

(ii) local bodies should be moved to charge octroi and other taxes on Agmark ghee at reduced rates and to issue licences for its sale more freely at concessional fees. They should also be moved to include propaganda on the benefits of Agmark ghee in their health campaigns, and

(iii) the Defence Ministry, Railways, Jails, Hospitals, Government hostels, college hostels, hotels and public messes should be moved to give preference to Agmark ghee in the programme of their purchases.

Note.—Pandit Radhakant Malaviya and Mr. B. S. Deshpande opposed parts (ii) and (iii) of the Resolution.

Resolution No. 6.—Publicity for Agmark ghee

The general view of the packers was that having regard to the conditions brought about by the restrictions imposed by Provincial and State Governments on the free export of ghee, it would be premature to undertake publicity of Agmark ghee on behalf of or for ghee packers. This Conference recommends that no packers' publicity fund be opened at present in view of the restrictions imposed by the Provincial and State Governments on free movement of ghee. It is, however, of opinion that in view of the importance of promoting production and consumption of pure ghee in the country, the Government of India be moved to undertake extensive and sustained publicity for popularising production and consumption of ghee in accordance with Agmark standards.

Note.—Pandit Malaviya and Mr. Deshpande expressed the opinion that such publicity should be undertaken only after improving the existing machinery for grading of ghee.

Resolution No. 7.—Co-operative organisation of Producers

The Conference recommends that the Provincial and State Governments be requested to take steps to organise the primary producers of ghee into Co-operative Ghee Production and Sale societies which should be encouraged to take up grading of ghee under the Agmark system.

Resolution No. 8.—Improved Method of Manufacture

This Conference recommends that the Provincial and State Governments be requested to undertake intensive propaganda in the villages for adopting improved methods of manufacture and storage of ghee so as to improve its quantitative and qualitative output.

Note.—An opinion was also expressed by a section of the Conference that the present method of preparing ghee which leaves the *matha* for consumption by the producer and his family should be maintained as it provided an article of great nutritive value for the rural areas.

The experts who attended the Conference, however, did not hold the view that there would be any wastage of nutritive properties if improved methods, as opposed to indigenous, were introduced for producing ghee.

Resolution No. 9.—Research on Quality of ghee

The Conference recommends that in view of the extreme necessity for a comparatively easy and simple test for detection of adulteration in ghee, the Government institutions, scientific organisations, such as Indian Council of Agricultural Research, research laboratories and universities interested in research, be requested to take up research work on the quality and purity of ghee.

Resolution No. 10—All India and Regional Specifications of Agmark ghee

The following Resolution recommended by the Sub-Committee was considered by the Conference:

The undermentioned specifications for grading of ghee under the Agmark may be adopted:

(a) *All-India*

	Winter. (October-March)	Summer. (April-September)
B.R. Value at 40°C.	40·0 to 42·0	41·0 to 43·0
R.M. Value.	Not less than 30	Not less than 29
Polenske Value	1·0 to 1·75	1·0 to 1·5
Moisture content	Not more than 0·5%	Not more than 0·5%
Percentage of free fatty acids calculated as oleic acid:—		
(a) Special Grade	Not more than 1·4	Not more than 1·4
(b) General Grade	Not more than 2·3	Not more than 2·4

(b) *Kathiawar and cotton-tract areas of C. P. and Berar*

	Winter (September-February)	Summer (March-August).
B.R. Value at 40°C.	Between 41·5—44·0	42·5—44·5
R.M. Value	Not less than 24	Not less than 21
Polenske Value	0·5—1·25	0—5—1·0
Moisture content	Not more than 0·5%	Not more than 0—5%
Percentage of free fatty acids calculated as oleic acid:—		
(a) Special Grade	Not more than 1·4	Not more than 1·4
(b) General Grade	Not more than 2·3	Not more than 2·4

"In case of all-India specifications these will apply to areas where ghee grading is in force at present. For new areas specifications may be prescribed whenever considered necessary after examination of control samples of ghee produced in them.

"Ghee possessing values different from those prescribed in the above specifications may also be allowed to be graded under the Agmark provided its purity is established after performing the Phytosteryl Acetate test and other tests for detecting presence of vegetable and animal fats other than milk fat. If the chemist at the grading station is satisfied about the purity of such ghee after performing the special tests, Agmark labels may be applied on it without waiting for approval from the Control Laboratory.

"Saponification value and unsaponifiable matter may also be determined by the chemist at his discretion for judging the purity or otherwise of the ghee."

The Conference recommended that the all-India and Regional specifications for Agmark ghee proposed in the draft Resolution be further examined by an expert Committee of scientists appointed by the Government of India which should give an opportunity to Provincial and State representatives and selected packers to express their views on the proposed specifications.

Resolution No. 11.—One uniform specification of ghee.

(i) The Conference recommends that instead of separate specifications for cow, buffalo or mixed ghee, the Provincial Food Laws should prescribe one specification for ghee which should mean pure clarified milk fat prepared exclusively from the milk of cow, buffalo or both.

(ii) Such specifications should be, as far as possible, uniform throughout the country, making allowances for regional differences based on scientific findings.

(iii) The specifications should not be based merely on common presumptive tests, but should also have provision for performance of special tests for judging the purity of ghee.

Resolution No. 12.—Rigorous enforcement of Pure Food Laws

The Conference recommends that the Provincial/State Pure Food Laws should be rigorously enforced by—

(i) extending the provisions of these laws to all places in the Provinces/States,

(ii) collecting and analysing a larger number of check and inspection samples, and

(iii) awarding adequate punishment to the offenders.

Resolution No. 13.—Allowances for Regional Agmark Standards under Pure Food Laws

The Conference recommends that the Government of India should suggest to the Provincial Governments that for the operation of their Pure Food Laws due recognition may be given to the regional standards fixed by the Government of India for Agmark ghee, provided that such ghee is sold in properly sealed tins bearing genuine and distinctive Agmark labels.

Resolution No. 14.—Allotment of tin plate instead of containers

This Conference recommends that for packing Agmark ghee, tin plates should be allotted in place of fabricated containers. This allotment of tin plate would be made to the manufacturers of fabricated containers to be nominated by the packers out of the list of approved manufacturers kept by the office of the Director General, Industry and Supply. This allotment would be made on *pro rata* basis according to the total supply of tin plate for the quarter as compared to its demand and also taking into consideration the requirements of other induatries. Each packer would be entitled to recommend 3 names of approved fabricators in order of preference and, as far as possible, his demand would be met from amongst that list. These recommendations would be sent by the packers to the Agricultural Marketng Adviser to the Government of India, who would then forward them to the Director General, Industry and Supply, after the necessary co-ordination. The Director General, Industry and Supply should try to fix prices of different types of containers for the different regions in which the fabricators nominated by the packers are located, and, in doing so, would take into consideration the prices, if any, mutually agreed upon between the packers and the manufacturers of containers. Agmark ghee packers who have proper fabricating plants of their own should be allotted their quota of tin plate direct subject to their frabricating capacity.

Resolution No. 15.—Improvement of packers' laboratories

This Conference recommends that—

(i) packers should fully equip their laboratories for the performance of P.A. test before the end of 1948. The Agricultural Marketing Adviser should assist them in the matter by communicating the names of firms who have stock of the equipment required and by rendering such assistance as is possible by arranging imports from abroad,

(ii) packers whose laboratories are already fully equipped should begin to examine as far as possible about 20 per cent. of their melts on the P.A. test from the beginning of the new season,

(iii) packers grading over 6,000 maunds of ghee should employ one additional chemist during October-March for coping with the additional work required in the performance of P.A. test.

Resolution No. 16.—Action to be taken on receipt of misgrading report

The Conference recommends that packers should, on receipt of a misgrading report, take prompt and effective action for preventing sale of such misgraded ghee provided that the misgrading report reaches the packer in reasonable time.

Resolution No. 17.—Re-examination of rejected melts

This Conference recommends that requests for re-examination of rejected melts should be entertained by the Agricultural Marketing Adviser on the following conditions:

(i) A written request should be made by the packers within 3 days of the date of written intimation of rejection by the Chemist-in-Charge or 7 days of written intimation of rejection by the Control Laboratory,

(ii) (a) in case of rejection by the Chemist-in-Charge, the unsealed stock of the rejected melt would be kept under the custody of the Chemist-in-Charge, pending receipt of results of re-examination,

(b) in case of rejection by the Control laboratory, the sealed stock will not be disposed of until the results of re-examination are known;

Provided the packer would be free to dispose of the rejected stock as ungraded ghee meanwhile, if such disposal is justified by the fluctuations in prices,

(iii) the packer should give a written undertaking to the effect that he would pay a sum of Rs. 50 as fee for re-examination of a melt, in case the results of the second examination confirm the original report of either the Chemist-in-Charge or the control laboratory,

(iv) in future the Chemist-in-Charge should take samples from the melt in triplicate, one to be analysed by him; the duplicate to be sent to the control laboratory; and the third to be delivered, after proper sealing, to the packer,

(v) on receipt of the request for re-examination from the packer, the Agricultural Marketing Adviser would make arrangements for drawing check samples independently from the disputed lot and for further analysis.

Resolution No. 18.—Audit of advance deposit Accounts

This Conference approves the procedure adopted for the maintenance of accounts of advance deposits received from the packers and agrees to the auditing of such accounts at a cost to be approved annually by the Accountant General, Central Revenues.

Resolution No. 19.—Adoption of Standard Contract in case of bulk sales by the packers

This Conference recommends that the Agmark ghee packers may be requested to undertake the sale of Agmark ghee in bulk on the basis of the Standard contract form prepared by the Agricultural Marketing Adviser as far as possible and with such modifications as may be considered desirable in the standard contract form so prepared.

Resolution No. 20.—Organisation of packers into Unions

The Conference is not in a position to express any opinion on the organisation of authorised packers into unions for having joint arrangements for grading ghee, as it was a matter entirely between the packers and the Agricultural Marketing Adviser. The Conference therefore, recommends that the question about organising joint Agmark laboratories for the Agmark ghee packers should be resolved after further discussion between the Agricultural Marketing Adviser on the one hand and the Agmark ghee packers on the other.

Shri R. K. Sidhva: May I know whether the Government's attention has been drawn to adulterated ghee packed in tins with the *bona fide* Agmark and if so, what steps have Government taken in this direction?

The Honourable Shri Jairamdas Doulatram: The attention of Government has been drawn to this and this matter was discussed at the conference at which the above resolution was passed. All the resolutions have been sent to the members of the Standing Committee of the Legislature and their opinions are awaited with regard to what type of action is to be taken. The Conference recommended that the cooperation of local bodies should be taken and their officers authorised to collect samples and send them on to the laboratories. The number of laboratories is to be increased, because at present it is very insufficient. The Conference also suggested that members of both the Central and Provincial legislatures should be authorised to collect and send these samples for checking at the laboratories. All these steps are intended to be taken.

Shri R. K. Sidhva: What are the provinces or states in which the Adulteration of Food Act exists?

The Honourable Shri Jairamdas Doulatram: I would not be able to say how many but I believe quite a number of provinces have got Pure Food Laws.

Shri R. K. Sidhva: Do the provinces take steps to enforce these laws?

The Honourable Shri Jairamdas Doulatram: I would not be able to answer in detail. As I said in my reply the conference asked them to take certain measures and to enforce the pure food laws.

Shri H. V. Kamath: Has it come to the notice of the Honourable Minister that this ghee bearing Agmark is adulterated with Vanaspati?

The Honourable Shri Jairamdas Doulatram: Yes, we have received complaints.

Shri H. V. Kamath: How many such adulterators of ghee have been arrested in Delhi within the last one year?

The Honourable Shri Jairamdas Doulatram: I would not be able to give you the number.

Shri H. V. Kamath: Have any arrests been made at all?

The Honourable Shri Jairamdas Doulatram: I would not be able to say that.

Shri B. P. Jhunjhunwala: What is the process by which it is made sure that this ghee is pure before it is sealed with the Agmark?

The Honourable Shri Jairamdas Doulatram: There is a certain agency in the laboratories attached to the place where the Agmark ghee is packed. An analysis is made before the ghee is packed.

Shri B. P. Jhunjhunwala: Is analysis made of all the ghee which is sent to the market? Are samples taken from all the ghee for analysis? Or are there centres where this is done?

The Honourable Shri Jairamdas Doulatram: There are centres where the sampling takes place. As I said the number of laboratories is very limited. It is only when the number of laboratories is increased that proper checking can take place.

Shri B. P. Jhunjhunwala: How many such centres are there?

Shri Deshbandhu Gupta: Is the Honourable Minister aware that some of the chemists working in these laboratories have worked out formulæ by which they can produce adulterated ghee of the same specific gravity, etc., as the pure ghee?

The Honourable Shri Jairamdas Doulatram: That is possibly so.

Delay in Disposal of Applications for Grants of Licences by Air Transport Licensing Board

*598. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Communications be pleased to state who is the Chairman of the Air Transport licensing Board and what his salary is?

(b) Does he attend all the meetings of the Board?

(c) Is it a fact that applications for the grant of licences are delayed in disposal?

(d) During the year 1948, how many applications for licences were received and what are the dates of receipt and disposal?

(e) Have there been complaints regarding delay?

The Honourable Mr. Rafi Ahmad Kidwai: (a) Shri K. S. Menon is the Chairman of the Air Transport Licensing Board. His salary is Rs. 3,500 per mensem.

(b) Yes, Sir.

(c) There have been unfortunately some delay, which have been mainly due to the procedure laid down in the Indian Aircraft Rules, 1937, for the disposal of applications of licences. The question of suitably amending the Rules is under consideration.

(d) I lay on the table a statement giving the required information.

(e) There have been complaints of delay but these delays were due to the procedural Rules.

STATEMENT

Applications received during the Calendar year 1948

Serial No.	Name of applicant	Route for which applied for	Date of receipt in Civil Aviation Department	Date of disposal
1	2	3	4	5
1	Airways (India) Limited, Calcutta.	(1) Calcutta-Gorakhpur-Katmandu.	26-11-48	
		(2) Calcutta-Ranchi-Patna.	26-11-48	
		(3) Bangalore-Bombay	26-11-48	
		(4) Calcutta-Agartala-Silchar	26-11-48	
		(5) Gauhati-Silchar-Agartala	26-11-48	
		(6) Madras-Trichinopoly-Madura-Trivandrum.	9-12-48	
		(7) Calcutta-Bagdogra	9-12-48	
		(8) Calcutta-Jubbulpore-Ahmedabad.	9-12-48	
2	Air-India Limited, Bombay.	(9) Ahmedabad-Karachi	14-12-48	
		(10) Bombay-Karachi (Non-stop)	14-12-48	
		(11) Ahmedabad-Bombay-Hyderabad-Madras-Colombo.	14-12-48	
		(12) Ahmedabad-Bombay	14-12-48	
		(13) Madras-Bombay (Nonstop)	14-12-48	
		(14) Bombay-Delhi (Non-stop)	14-12-48	
		(15) Bombay-Ahmedabad-Jaipur-Delhi.	14-12-48	
		(16) Bombay-Calcutta	14-12-48	
		(17) Madras-Bangalore-Coimbatore-Cochin-Trivandrum.	14-12-48	
		(18) Delhi-Jaipur (Temporary Licence)	11-12-48	Disposed of on 18-12-48
3	Ambica Airlines, Ltd. Bombay.	(19) Bombay-Goa-Mangalore-Cochin	15-12-48	
4	Air Services of India Ltd., Bombay.	(20) Bombay-Indore-Ahmedabad	14-12-48	
		(21) Bombay-Rajkot.	14-12-48	

Dates from the 15th March 1949 onwards have been fixed by the Air Transport Licencing Board for the consideration of the above applications.

5	Bharat Airways Ltd. Calcutta.	(22) Bombay-Madras-Rangoon	15-11-48	
		(23) Karachi-Delhi-Calcutta-Rangoon.	24-11-48	
		(24) Calcutta-Agartala-Silchar	10-12-48	
		(25) Calcutta-Gauhati-Dibrugarh	10-12-48	
		(26) Delhi-Gwalior-Nagpur-Beswada-Madras.	10-12-48	
		(27) Delhi-Nainital-Lucknow	10-12-48	
		(28) Delhi-Dehra Dun-Delhi	10-12-48	
		(29) Delhi-Ambala-Kalka	10-12-48	
		(30) Calcutta-Bhagalpur-Muzaffarpur-Gorakhpur-Benaras-Ranchi-Calcutta.	10-12-48	
		(31) Calcutta-Jamshedpur-Jubbulpore-Bhopal-Indore-Ahmedabad-Karachi.	10-12-48	
		(32) Calcutta-Bhagalpur-Bagdogra-Cooch-Behar-Gauhati-Mohanbari.	10-12-48	
		(33) Calcutta-Allahabad-Kanpur-Delhi.	14-12-48	
		(34) Delhi-Bikaner-Jodhpur-Ajmer-Jaipur-Delhi.	14-12-48	

1	2	3	4	5
6	Deccan Airways, Ltd. Begumpet.	(35) Hyderabad-Bangalore-Mysore-Mangalore.	14-12-48	
		(36) Hyderabad-Heswada-Visagapatam.	14-12-48	Provisional licence granted on 27-1-49.
		(37) Hyderabad-Aurangabad-Ahmedabad.	14-12-48	Temporary licence granted on 15-1-49.
		(37a) Madras-Bezwada-Madras	24-12-48	
7	Indian Overseas Airlines Limited, Bombay	(38) Bombay-Hyderabad-Madras.	6-11-48	
		(39) Bhuj-Ahmedabad-Indore-Nagpur-Raipur-Calcutta.	6-11-48	
		(40) Calcutta-Bhopal-Karachi .	6-11-48	
		(41) Madras-Trichinopoly-Madura-Mysore-Bangalore-Madras.	6-11-48	
		(42) Bombay-Madras-Rangoon.	6-11-48	
		(43) Madras-Nagpur-Delhi .	8-11-48	
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		(45) Madras- Bangalore-Bombay-Baroda-Delhi.	6-11-48	
		(46) Bombay-Madras-Rangoon Singapore-Sourabaya-Darwin.	8-11-48	
		(47) Bombay-Madras-Rangoon Bangkok-Saigon- Hongkong.	8-11-48	
		(48) Bombay-Aden-Nairobi-(Port Louis or Lurenco)-Johannesburg.	11-11-48	
		(49) Bombay-Khandwa-Agra Delhi.	7-12-48	
		(50) Bombay-Ahmedabad-Delhi-Kabul.	7-12-48	
		(51) Bombay-Karachi-Zahidan-Tehran.	7-12-48	Provisional licence on 26-1-49.
		(52) Bombay-Bhopal-Kanpur-Lucknow.	7-12-48	
		(53) Bombay-Nagpur-Allahabad-Benaras.	7-12-48	
		(54) Delhi-Nagpur-Madras-Colombo.	7-12-48	
		(55) Bombay-Bangalore-Madras.	7-12-48	
		(56) Bombay-Rajkot-Bhuj-Karachi.	7-12-48	
		(57) Bombay-Goa-Cochin-Trivandrum.	7-12-48	
		(58) Bombay-Surat-Ahmedabad-Delhi.	7-12-48	
		(59) Calcutta-Bangkok-Saigon-Hongkong-Shanghai.	9-12-48	
		(60) Calcutta-Bangkok-Singapore-Batavia-Sourabaya-Darwin-Sydney.	9-12-48	Provisional licence on 22-1-49.
		(61) Calcutta-Baghdogra-Gauhati-Mohanbari.	15-12-48	
		(62) Bombay-Nasik-Indore-Delhi.	16-12-48	
		(63) Delhi-Ajmer-Udaipur-Ahmedabad-Rajkot-Jamnagar.	16-12-48	
		(64) Calcutta-Rangoon	15-12-48	

1	2	3	4	5
8 Indian National Airways, Ltd., New Delhi.	(65)	Calcutta-Dacca-Agartala-Khumbigram.	15-12-48	
	(66)	Calcutta-Baghdogra-Gauhati-Mohanbari.	15-12-48	
	(67)	Delhi-Jaipur(Temporary Licence)	11-12-48	Disposed of on 13-12-48.
	(68)	Delhi-Agra	15-12-48	
	(69)	Delhi-Dehra Dun	15-12-48	
	(70)	Delhi-Lahore-Kabul	15-12-48	
	(71)	Delhi-Amritsar-Jammu-Srinagar.	15-12-48	
	(72)	Calcutta-Chittagong	15-12-48	
	(73)	Delhi-Amritsar-Srinagar-(Freight Service)	15-12-48	
	(74)	Delhi-Madras	15-12-48	
9 Nalanda Airways, Ltd., Patna.	(75)	Patna-Muzaffarpur-Darbhanga. (Temporary Licence)	8-11-48.	
10 Kalinga Airlines, Cuttack	(76)	Calcutta-Agartala-Khumbigram-Jorhat-Khumbigram-Agartala-Calcutta.		Received Direct.
11 Air India International.	(77)	Bombay-Cairo-Geneva-London		Provisional licence on 26-5-48.

Shri R. K. Sidhva: When are those rules likely to be amended?

The Honourable Mr. Rafi Ahmad Kidwai: I hope within a month the draft will be ready.

Shri R. K. Sidhva: May I know whether any official of this Licensing Board has been prosecuted and if so, for what offence?

The Honourable Mr. Rafi Ahmad Kidwai: Does it really arise out of this question?

Mr. Deputy Speaker: Very remotely or indirectly.

Shri Ajit Prasad Jain: May I know if the Chairman is a whole-time or part-time officer and whether he has got enough work to do as the Chairman of the Board?

The Honourable Mr. Rafi Ahmad Kidwai: Mr. Menon is a whole time officer. We were aware that there is not sufficient work for a wholetime officer and recently we have decided upon a change in the constitution of the Board.

Seth Govind Das: Is it not a fact that the Pay Commission had suggested that the highest pay in this country should be Rs. 3,000, whereas this officer is getting a pay of Rs. 3,500? Is the pay of those officers who are getting more pay than Rs. 3,000 going to be reduced?

Mr. Deputy Speaker: A portion of the question can be answered.

The Honourable Mr. Rafi Ahmad Kidwai: What portion, Sir?

Mr. Deputy Speaker: Why Rs. 3,500 is the salary of this officer and not Rs. 3,000.

The Honourable Mr. Rafi Ahmad Kidwai: He has been under contract service before the Pay Commission's recommendation was announced.

Shri Ajit Prasad Jain: May I know whether it is under the contemplation of the Government to abolish this post as held by a wholetime officer?

The Honourable Mr. Rafi Ahmad Kidwai: That is so.

Lala Achint Ram: What is the term for which this Chairman was required to serve?

The Honourable Mr. Rafi Ahmad Kidwai: He was appointed for three years.

RAILWAY PROJECTS TO CONNECT DEESA WITH KUNDLA AND RANIWARA

*599. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Railways be pleased to state whether it is a fact that Government have authorised a final location survey for construction of railway lines to connect Kundla in the Cutch State with Deesa on the Palanpur Deesa branch of the B.B. & C.I. Railway and Deesa with Raniwara on the Jodhpur Railway?

(b) If so, what is the total mileage of each line and what is the total estimated cost? When is the survey likely to be completed?

(c) Do Government intend to proceed with the construction of these railway lines after the survey is completed or hold it over?

The Honourable Shri N. Gopalaswami Ayyangar: (a) Yes.

(b) The approximate length of the line between Kundla and Deesa is 174 miles and that between Deesa and Raniwara 46 miles. Field work for the survey is expected to be completed in April and the Survey Reports are likely to be ready by October, 1949. The exact mileage and the total estimated cost of the Project will be available only after the surveys have been completed.

(c) After scrutiny of the Survey Reports, the matter will again be placed before the Central Board of Transport for a decision whether the construction of the lines could be proceeded with.

Shri R. K. Sidhva: May I know whether it is the intention of the Government to help to construct a broad gauge line between Kundla and Jind as recommended by the West Coast Ports Committee in this regard?

The Honourable Shri N. Gopalaswami Ayyangar: I believe, Yes.

Shri R. K. Sidhva: Is it under survey?

The Honourable Shri N. Gopalaswami Ayyangar: Yes.

CONSTRUCTION OF WHARVES AT KUNDLA

*600. **Shri R. K. Sidhva:** Will the Honourable Minister of Transport be pleased to state whether Government have taken steps to survey the construction of wharves at Kundla and if so, what are the details of such survey and when is the actual construction work likely to be started?

The Honourable Shri N. Gopalaswami Ayyangar: Arrangements for the survey of Kundla Creek are in hand and construction work will be started after the survey has been completed and the final location of the jetties settled.

Shri R. K. Sidhva: When is that likely to be settled?

The Honourable Shri N. Gopalaswami Ayyangar: I cannot give a firm date but I expect it would take a few months.

CONSTRUCTION OF A NEW SHIP BUILDING YARD NEAR CALCUTTA

*601. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether the Government of West Bengal has sent a report to the Government of India on the construction of a new ship-building yard near Calcutta?

(b) If so, what are the recommendations made in that report and have Government considered the same?

(c) What is the maximum tonnage capacity of vessels likely to be built in the proposed yard and what is the approximate cost of construction of the same?

(d) Does the report contemplate the yard and the vessels to be built by Government or by other agency?

The Honourable Dr. Syama Prasad Mookerjee: (a) Yes, Sir.

(b) to (d). The Government of India intend to employ shortly a foreign expert naval engineering firm to advise them on the suitability of a site for the establishment of a new shipbuilding yard. The reports received from the Governments of West Bengal and Bombay and any other reports that may hereafter be received will be placed before the expert for consideration.

Shri R. K. Sidhva: What will be the tonnage of the steamers in this yard that will be built?

The Honourable Dr. Syama Prasad Mookerjee: Nothing has yet been decided. Several proposals have been made which will have to be considered.

Shri R. K. Sidhva: Will it be an entirely government yard or will it be partly government and partly private?

The Honourable Dr. Syama Prasad Mookerjee: As I said, we have only received certain proposals and the whole matter will be considered and decided after we have the expert report.

Shri R. K. Sidhva: What is the intention of the Government? Do they want themselves to take the construction work?

The Honourable Dr. Syama Prasad Mookerjee: The intention is to have another shipbuilding yard if possible.

Shri R. K. Sidhva: I refer to intention in the sense whether Government want to construct it.

The Honourable Dr. Syama Prasad Mookerjee: The intention is that Government should organize it and own it.

Shri S. V. Krishnamoorthy Rao: From what country is the foreign expert coming?

The Honourable Dr. Syama Prasad Mookerjee: France.

Shri Mihir Lal Chattopadhyay: When was the proposal received?

The Honourable Dr. Syama Prasad Mookerjee: It was received about two or three months ago.

Shri Satia Chandra Samanta: What is the proposed location of the shipbuilding yard?

The Honourable Dr. Syama Prasad Mookerjee: Various locations have been proposed.

Shri Satis Chandra Samanta: Is Gewaukhali one of the locations?

The Honourable Dr. Syama Prasad Mookerjee: Yes, it is one of the locations suggested.

IMPROVEMENT OF CATTLE BREED

†*602. **Shri Uppendranath Barman:** (a) Will the Honourable Minister of Agriculture be pleased to state what efforts Government are making to improve plough cattle and milch cattle in India?

(b) What steps are being taken to supply breeding bulls to undeveloped areas?

(c) How much have Government spent for the above purpose in 1948 and what is their plan for 1949?

The Honourable Shri Jairamdas Doulatram: (a) The efforts made by Government to improve cattle relate (i) breeding (ii) disease control (iii) feeding (iv) Scientific management (v) education in Dairying. A brief note giving

† Answer to this question laid on the table the questioner being absent.

further information is placed on the table of the House, also a list of specific schemes for improvement of cattle in different provinces.

(b) Help in the procurement of breeding bulls is rendered to whenever required. According to information so far received about 3,700 bulls have been issued by the various Governments during the last five years.

(c) Apart from research stations, a sum of Rs. 3,10,000 was spent by Central Government in 1948-49 on work directly related to improvement of cattle and Rs. 2,46,000 are proposed to be spent in 1949-50. Information as amounts spent by Provincial Governments are not available.

STATEMENT

Steps taken to improve cattle

The improvement of cattle requires attention on a number of complicated details which may be classified into details conpected with (a) feeding, (b) disease control, (c) breeding and (d) management, apart from education, propaganda, etc. The Animal Husbandry Departments of provinces are constituted for giving attention to all these matters.

Breeding.—In regard to breeding, farms are established for the production of bulls which are distributed in the villages on some sort of premium system. Bulls are also purchased from approved breeders and distributed. The total number distributed is however very small and inadequate for the requirements. On the average only one approved bull is available where 250 are needed. A small proportion of scrubs is castrated every year.

Disease Control.—In regard to disease control preventive inoculation is carried out as a matter of routine. Inoculations are also carried out in the face of outbreaks and quarantine arrangements are made. Here also the size of the undertaking (number of hospitals and veterinary surgeons) is far short of requirements.

Feeding.—About feeding propaganda is carried on about the necessity for the preservation of surplus fodder as silage and demonstrations are given on this work in the established farms.

Management.—Scientific methods of management are demonstrated in Government Farms, which breeders are free to visit.

Education.—Hyderabad and all provinces except Orissa have Veterinary Colleges of their own, though some of them were started only recently. Training in cattle improvement is given in these as well as in Agricultural Colleges. Advanced and post-graduate training and training in dairying are provided in Central Institutes.

Propaganda.—A number of Cattle Shows are held every year and prizes are given to encourage the breeding and rearing of 1st Class cattle. At every opportunity like Cattle Fairs and Shows, propaganda-lectures with help of magic lantern slides are delivered by the staff of Animal Husbandry Departments in order to educate farmers on scientific methods of breeding, feeding, management and disease control.

General.—As instances of general steps taken for cattle improvement, special mention may be made of two. These are Cattle Improvement Acts which empower livestock officers to castrate bulls which are not approved. Another is Control of Contagious Diseases Acts which enable the Veterinary Departments to take proper measures for prevention and spread of contagious diseases. A third item of interest is the introduction of co-operative societies for the marketing of animals and animals produce like Co-operative Milk Societies, Ghee Societies, etc.

Contribution from the Centre.—The Centre helps provinces by carrying out fundamental research and by providing general co-ordination and guidance. The Central Institutes carry out research on animal disease, animal nutrition, animal breeding and dairying. The Veterinary Institute at Izatnagar also produces and distributes biological products required for treatment of contagious diseases. The Indian Council of Agricultural Research is the organisation for the promotion and co-ordination of research and development. On this body, all provinces and States are represented and joint action is taken on probleme of common interest to All India or to more than one province.

Schemes which the Provincial Governments are implementing to improve plough and milch cattle

Bihar.—(i) Scheme for improving village cattle by Tharparkar Bulls.

(ii) Scheme for distribution of 400 bulls in key villages.

(iii) Scheme for opening Bachauer Breeding Cattle Farm in Pusa.

(iv) Scheme for opening Hariana Breed cattle farm in Shahabad District.

(v) Scheme for opening two artificial insemination centres in Province.

Orissa.—(i) Expansion of Provincial Livestock Breeding Farms.

(ii) District livestock Breeding Farms.

(iii) Contribution of Utkal Gomangal Samiti for supplying Breeding Bulls, etc.

(iv) Improvement of Gaushalas.

(v) Supply of milk to Cuttack town.

Madras.—(i) Premium Scheme :

Approved bulls at stud maintained by ryots and institutions are admitted into premium scheme for a period of three years in the first instance under certain conditions. A premium of Rs. 200 (Rs. 220 in the case of Ongole and buffaloe bulls) is paid per annum per each bull.

(ii) Livestock Research Station at Hosur and Guntur.

These stations maintained milch and draught breeds like Sindhi and Ongole for milk, Hallikar and Kangayam for draught and research work and to improve both these qualities by selective breeding and proper feeding.

(iii) The scheme for the improvement of Kangayam breed of cattle.

U. P.—(i) Distribution of (a) pure bred bulls of dual purpose breed for example Hariana, Kenkntha and Sindhi, (b) purely draught and milch breeds, *i.e.*, Kherigarh, Ponwar and Sahiwal according to the requirements of various areas of province for upgrading local cattle.

(ii) Development of cattle in key villages in Meerut District.

(iii) Supply of pure bred cows and bulls to Gowshalas at subsidised rates for cattle breeding and dairy purposes.

CONSTRUCTION OF NEW AERODROMES

*603. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Communications be pleased to state the number of aerodromes that existed in India at the end of the last World War in 1945?

(b) How many of these aerodromes have been closed down?

(c) What is the number of aerodromes still existing and which of them are used for civil aviation purposes?

(d) Have Government taken any decision to construct new aerodromes in connection with the Civil Aviation development programme?

(e) If so, which are they, and by what time and in what order are they likely to be set up?

(f) Is Ajmer included in the list of such aerodromes and if so, by what time is the aerodrome likely to be constructed there, and if not, why not?

The Honourable Mr. Rafi Ahmad Kidwai: (a) 421 aerodromes including Fair Weather Landing Grounds existed in the Indian Dominion (including Pakistan) at the end of the last World War.

(b) About 200 aerodromes and Fair Weather Landing Grounds have since been abandoned. This figure also refers to pre-partition India.

(c) The number of aerodromes and landing grounds at present in India used for civil aviation purposes is 136. The remainder belong to the Defence Services.

(d) Yes, Sir.

(e) A statement of new aerodromes proposed to be constructed is laid on the table of the House. It was originally proposed to complete the construction programme within a period of ten years. In view of the anti-inflation policy of the Government, the position is being reviewed and the construction programme may have to be slowed down. It is not possible to determine the order of priority for the construction of aerodromes as it depends on the need

of air-transport in the area as determined by applications by Air Transport Companies for the operation of air services.

(i) Yes, Sir. Ajmer is included in the list of new aerodromes to be constructed. It is expected that the aerodrome will be erected within the next two years. Preliminary work in connection with the selection of a site has already been carried out.

STATEMENT

New Aerodromes proposed to be constructed

(1) Ajmer.
(2) Aligarh.
(3) Berhampur (Orissa).
(4) Calicut.
(5) Cuddalore.
(6) Dehra Dun
(7) Hubli.
(8) Mangalore.
(9) Nellore.
(10) Ootacamund.
(11) Salem.
(12) Ratnagiri.
(13) Sangor.
(14) Surat.

Shri H. V. Kamath: Did the British destroy or dismantle any aerodromes before quitting India?

The Honourable Mr. Rafi Ahmad Kidwai: I require notice for that.

Pandit Mukut Bihari Lal Bhargava: May I know where the site is being located for the aerodrome at Ajmer—at what distance from Ajmer?

The Honourable Mr. Rafi Ahmad Kidwai: I require notice. I have not got the information on the file before me. I can supply the information to the honourable member later.

Srijut Kuladhar Chaliha: What was the cost involved of the two hundred aerodromes that have been abandoned?

The Honourable Mr. Rafi Ahmad Kidwai: I will require notice for that question also.

Shri H. V. Kamath: Is there any proposal before Government to construct at least landing grounds where pucca aerodromes cannot be built?

The Honourable Mr. Rafi Ahmad Kidwai: As I have said, wherever any company wants to start a service and we think it is necessary we take the necessary measures.

Shri Ajit Prasad Jain: With regard to part (b) of the question, may I ask when the decision to close down two hundred aerodromes was taken and what was the procedure adopted in deciding which of the aerodromes should be closed?

The Honourable Mr. Rafi Ahmad Kidwai: That decision was taken some time in 1946.

Shri B. N. Munavalli: Do Government propose to have an aerodrome for civil aviation in Hubli?

The Honourable Mr. Rafi Ahmad Kidwai: The suggestion was made and it is under consideration, but there is no prospect of constructing a landing ground immediately.

Shri S. Nagappa: Is there any scheme under contemplation of Government to open an aerodrome in Guntakkul in the Madras Presidency?

The Honourable Mr. Rafi Ahmad Kidwai: If that is the suggestion then I will consider that.

Pandit Mukut Bihari Lal Bhargava: How many years will the programme now take? The original programme was ten years.

The Honourable Mr. Rafi Ahmad Kidwai: The programme is being re-examined and I think after some time I will be able to supply this information.

Shri Ajit Prasad Jain: May I know whether this Government has re-ascertained whether the aerodromes which were closed in 1946 were correctly closed down?

The Honourable Mr. Rafi Ahmad Kidwai: I may inform the honourable member that recently we have asked the Department to see if we can take back some of the aerodromes that were abandoned.

Srijut Kuladhar Chaliha: What has become of the 200 aerodromes that have been closed down—have the materials been taken away and the aerodromes dismantled altogether?

The Honourable Mr. Rafi Ahmad Kidwai: I cannot say, but as I have already said, whenever we receive any information that any aerodrome is serviceable then we examine it.

Shri Radhavallabh Vijaivergiya: In the list of the new aerodromes proposed to be constructed are any to be constructed in Madhya Bharat?

The Honourable Mr. Rafi Ahmad Kidwai: No, there is none.

MANUFACTURE AND IMPORT OF NEEDLES AND CYCLES

804. Pandit Mukut Bihari Lal Bhargava: (a) Will the Honourable Minister of Industry and Supply be pleased to state whether there are any factories in India manufacturing needles and cycles?

(b) If so, what is their annual output and if not, are Government taking any steps or do they intend to take any steps to start such factories at an early date?

(c) What quantity of needles and how many cycles are imported annually into India?

The Honourable Dr. Syama Prasad Mookerjee: (a) There are two factories manufacturing complete bicycles and two others manufacturing spare parts for bicycles. As regards needles, I presume the honourable member refers to sewing needles, sewing machines needles or latch needles for hosiery machinery. If so, there are no factories at present manufacturing them.

(b) Annual output of bicycles for the years 1947 and 1948 is 48,827 numbers and 64,740 numbers respectively. Government do not intend to start any factory for the manufacture of needles.

(c) A statement is laid on the table of the House.

STATEMENT

I. Cycles.—Value of cycles, parts of cycles and accessories excluding rubber tyres imported in India.

1946-46.	Rs. 1,08,71,442.
1946-47.	Rs. 2,78,08,970.
1947-48.	Rs. 4,44,36,792.

Only value of imports are available.

II. Needles.—These are not separately recorded in the Sea Borne Trades Returns. It is therefore not possible to furnish the import figures.

Seth Govind Das: May I know how many cycles are still imported into this country every year from foreign countries?

The Honourable Dr. Syama Prasad Mookerjee: In 1945-46 we imported 76,145 bicycles; in 1946-47 2,12,554; in 1947-48 2,61,358.

Seth Govind Das: What is Government doing with respect to the production of cycles here so that there may not be any need to import cycles into this country?

The Honourable Dr. Syama Prasad Mookerjee: Our annual demand is about three lakhs and we are now producing about 60,000. We are giving all possible facilities so that production in India may increase, but meanwhile we have allowed free import of cycles into this country.

Seth Govind Das: Have Government received any application from any private party who wants to establish more cycle factories in India?

The Honourable Dr. Syama Prasad Mookerjee: Whenever applications are received we consider them. In fact we are giving all possible assistance to existing factories also.

Seth Govind Das: I was asking whether any fresh applications are pending before Government for importing machinery for starting cycle factories?

The Honourable Dr. Syama Prasad Mookerjee: We have received an application from a Calcutta firm which intends to set up a factory for the manufacture of cycles in collaboration with another foreign firm on a big scale. That is under examination.

Pandit Mukut Bihari Lal Bhargava: Is it a fact that the existing factories are not manufacturing cycle wheels, chains and spokes but are only importing them and assembling them here?

The Honourable Dr. Syama Prasad Mookerjee: Certain parts are being imported, but we are trying to help them to manufacture those parts as well in India. So far as chains are concerned there is a proposal to have a factory for the manufacture of chains here.

Shri Khandubhai K. Desai: Have Government taken steps to certify the quality of the indigenous production?

The Honourable Dr. Syama Prasad Mookerjee: We leave it to the riders.

Pandit Thakur Das Bhargava: What special facilities are being afforded for the manufacture of cycles?

The Honourable Dr. Syama Prasad Mookerjee: We are releasing steel regularly, we are assisting them in obtaining import licences for components which are not being manufactured here. So far as the manufacture of chains is concerned, we are trying to encourage a particular factory to start manufacture.

Shri Mihir Lal Chattopadhyay: Do Government exercise any form of control in the matter of fixation of prices of cycles manufactured in India?

The Honourable Dr. Syama Prasad Mookerjee: It is not necessary because the price of a cycle manufactured in India is about Rs. 130 and the price of the imported ones varies from Re. 180 to Rs. 250.

Mr. Frank Anthony: In the absence of Government control to see that uniform standards are maintained, is it a fact that many of these cycles are regarded as dangerous to life and limb?

The Honourable Dr. Syama Prasad Mookerjee: We have not received any formal complaints.

Seth Govind Das: Is it not a fact that certain parties could not go ahead with their scheme of cycle production because sufficient steel quota would not be given to them at a certain period?

The Honourable Dr. Syama Prasad Mookerjee: I do not think so. We have tried to assist as far as possible.

Mr. Nazruddin Ahmad: In view of the entire absence of cycle lamps and bells in New Delhi, is it desired to manufacture them in the factories?

Mr. Deputy Speaker: It is a matter of opinion.

Shri B. P. Jhunjhunwala: Apart from the assembling of the parts which are imported and assembled here in those factories, what are the main parts which are actually being manufactured in the cycle factories here and what is their value when compared to the parts which are imported from the foreign countries?

The Honourable Dr. Syama Prasad Mookerjee: There are about five main parts which are not manufactured here or manufactured in limited quantity. They are: (i) Cold-drawn strips, (ii) solid-drawn steel tubes, (iii) Steel balls, (iv) Chains and free wheels and (v) Spokes. The rest are manufactured here.

Shri H. V. Kamath: Is there any proposal before the Honourable Minister to encourage the use of cycle rickshaws?

The Honourable Dr. Syama Prasad Mookerjee: That is a subject for the Transport Ministry to consider.

Begum Aizaz Rasul: May I know the approximate amount of money spent every year in the import of needles?

The Honourable Dr. Syama Prasad Mookerjee: I have not got the figures. But so far as the imported value of cycles is concerned, that has gone up tremendously. In 1945-46 it was.....

Mr. Deputy Speaker: The honourable member wants to know about needles.

The Honourable Dr. Syama Prasad Mookerjee: No, Sir. I have not got that information.

Babu Ramnarayan Singh: Are Government considering any steps to increase the number of cycle factories?

Mr. Deputy Speaker: That question has already been answered.

LAND RECLAMATION SCHEME

*605. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Agriculture be pleased to state what amount the Government of India are likely to spend on land reclamation scheme in the year 1949-50 and how much time will be necessary for the finalisation and implementation of the scheme?

(b) Will the amount be spent from the Centre or from Provincial revenues or partly from the Centre and partly from the Provinces and if so, in what proportion and on what terms?

(c) Will this reclamation scheme include the waste, uncultivable lands in the Centrally Administered Provinces of Delhi and Ajmer-Merwara?

(d) If so, what will be the extent of the area from each of these Provinces and the amount to be spent by the Central Government thereon?

(e) If not, why have these Provinces not been included in the scheme?

The Honourable Shri Jairamdas Doulatram: (a) to (e). A tentative scheme for reclamation of about 62 lakhs acres of land during the next seven years has been prepared. This scheme involves expenditure in dollar currency areas on purchase of machinery and it is proposed to approach the International Bank for a loan for that purpose. The scheme will be discussed with the Bank's delegation and finalised in the light of those discussions and the honourable member would appreciate that a state has not yet been reached when the details of the scheme which is in a formative stage could be published. If the administrative authorities of any area wish its waste lands to be included in the scheme, the

proposal will be considered on its merits. The amount of expenditure to be incurred on the scheme during 1949-50 will be known when the Scheme is finalised.

Shri Ajit Prasad Jain: May I know on what basis thia figure of 62 lakhs of acres has been arrived at?

The Honourable Shri Jairamdas Doulatram: On the basis of reports we have received from various Provinces and States.

Shri S. Nagappa: On what basis will this land be reclaimed, that is, on the basis of collective farming, or on co-operative basis or on some other basis?

The Honourable Shri Jairamdas Doulatram: That is a matter which will have to be discussed with the Provinces. Probably co-operative basis may be a common basis, but that is a matter which the Provinces will have to decide in the light of local circumstances.

Shri S. Nagappa: I want to know on what basis it has been brought under cultivation. Has it been done on co-operative basis or on the basis of collective farming or some other basis?

The Honourable Shri Jairamdas Doulatram: This deals with a scheme which has yet to come into operation.

Pandit Mukut Bihari Lal Bhargava: May I know whether the scheme includes any lands from Delhi and Ajmer-Merwara?

The Honourable Shri Jairamdas Doulatram: Not at present.

Pandit Mukut Bihari Lal Bhargava: Why, Sir, may I know? Why have uncultivated and waste lands from this area not been included?

The Honourable Shri Jairamdas Doulatram: There are about six crores of acres of such land in this country which need reclamation. We cannot take up the entire area at once; a certain amount of selection has to be made. There are details about this proposal which may not be discussed. We have placed the whole scheme in detail before the Standing Committee of the Legislature; they have approved of the scheme. We have been discussing this question continuously with Finance and the advice we received is that in view of the fact that it is yet tentative, and that the matter has yet to be discussed with the Bank and details finalised, it would not be in the public interests to discuss it at present.

Pandit Mukut Bihari Lal Bhargava: Is it not the direct responsibility of the Centre to improve agricultural conditions in Ajmer-Merwara and Delhi?

The Honourable Shri Jairamdas Doulatram: Yes, but as I have said, it depends upon various considerations, as to how the various Provinces and States are to be served. It is not possible to select the entire area which at present exceeds six crores of acres. But it does not mean that Ajmer may not be included. If any area wishes to be included, the matter can be discussed and considered.

Pandit Mukut Bihari Lal Bhargava: Have any surveys been made in this area so far?

The Honourable Shri Jairamdas Doulatram: I do not think so.

Shri L. Krishnaswami Bharathi: May I know what is the total acreage of land included under the proposed scheme in the Madras Province?

The Honourable Shri Jairamdas Doulatram: As I have stated, it is not in the public interests to discuss details because the scheme is tentative.

Shri L. Krishnaswami Bharathi: It is not a detail; I want a rough idea as to whether any land is included at all. I understand no land has been included.

Shri Radhavallabh Vijaivergiya: What is the total area reclaimed last year and what is the target figure fixed for the next year, Sir?

Mr. Deputy Speaker: The Honourable Minister has said that it is not in the public interests to discuss it. I will proceed to the next question.

IMPORT OF TRACTORS

*606. **Pandit Mukut Bihari Lal Bhargava:** (a) Will the Honourable Minister of Agriculture be pleased to state the number of Tractors imported into India during the last three years from foreign countries?

(b) What is the number of Tractors which the Government of India now intend to import and what are the countries from which such tractors are proposed to be imported?

(c) What are the names of the Provinces to which the Tractors so far imported have been sent, together with the number of Tractors allotted to each Province?

The Honourable Shri Jairamdas Doulatram: (a) The number of tractors imported or purchased by Government during the last three years was 569.

(b) The Government of India have under consideration a large scale land reclamation scheme for which a considerable number of tractors would have to be imported Decisions regarding number of tractors and countries of import will be finalised by next month.

(c) A statement showing the distribution of the 569 tractors is placed on the table

STATEMENT

Tractors imported and distributed by Ministry of Agriculture during 1946, 1947 and 1948

Party to whom supplied	*Number supplied*
Bombay Government	30
U. P. Government	136
Biher Government	27
Madras Government	4
Sind Government	6
Punjab Government	8
N. W. F. P. Government	3
Bengal Government	20
Assam Government	13
C. P. Government	20
Rampur State	4
Baroda State	4
Hyderabad State	5
Mysore State	20
Kashmir State	2
Faridkot State	3
Patiala State	6
Central Tractor Organisation for	
(1) Mechanical Cultivation in Matsya Union	126
(2) Mechanical Cultivation in East Punjab	125
(3) Mechanical cultivation in Delhi	3
(4) Test Purposes	2
Unallocated	2*
TOTAL	569

*These two tractors have been received against an Indent from the undivided Punjab Government and supply is being withheld pending Partition Secretariat's decision regarding allocation of machinery ordered by the undivided Punjab Government before partition.

Paodit Mukut Bihari Lal Bhargava: Have any tractors been sent to Ajmer and Delhi Provinces out of these?

The Honourable Shri Jairamdas Doulatram: No tractors have been sent to Ajmer.

Shri Brajeshwar Prasad: When are tractors likely to be manufactured in this country?

The Honourable Shri Jairamdas Doulatram: That is not a question for my Ministry, but I understand that there is a scheme for the eventual manufacture of tractors—but it is at a preliminary stage.

Shri Sita Ram S. Jajoo: How many of these tractors have been sent to Indian States?

The Honourable Shri Jairamdas Doulatram: The figures are given in the statement laid on the table.

Shri Sita Ram S. Jajoo: Is it a fact that some of the States did not take the allotted quota?

The Honourable Shri Jairamdas Doulatram: There are some States which did not receive the full quota which they demanded; nor have the Provinces received the full quota which they demanded because the number available is not sufficient.

Shri Sita Ram S. Jajoo: What I want to know is, are there any States which did not accept the allotted quota of tractors?

The Honourable Shri Jairamdas Doulatram: There is no State which has not accepted the quota allotted to it.

Sardar Hukam Singh: Have the Government taken into consideration the fact that by introducing a large number of tractors, a very large number of agricultural labour will be thrown out of employment?

The Honourable Shri Jairamdas Doulatram: As a matter of fact, tractors are being used in areas where there is no hand-labour and tractors are doing the work which ordinary hand-labour cannot do.

Shri H. V. Kamath: What, Sir, is the basis of allotment of these tractors?

The Honourable Shri Jairamdas Doulatram: The needs of the provinces.

Shri H. V. Kamath: Has every province or State been called upon to reclaim land and also experiment in collective farming?

The Honourable Shri Jairamdas Doulatram: We wrote to all the provinces asking them what area has to be reclaimed. After getting replies we made the allocation.

Shri Ram Chandra Upadhyaya: How many Fordson tractors were used?

The Honourable Shri Jairamdas Doulatram: I would not be able to give the number of each particular make, but if the honourable member wants information, I will supply.

Shri Ram Chandra Upadhyaya: Were they (Fordson tractors) found useless?

The Honourable Shri Jairamdas Doulatram: No.

Shri B. P. Jhunjhunwala: May I know whether Government have had time to ascertain the working of these tractors?

The Honourable Shri Jairamdas Doulatram: They are being tested continuously.

Srijut Kuladhar Chaliha: May I know if the tractors have brought ruinous results in some cases in certain places?

The Honourable Shri Jairamdas Doulatram: I am not aware of that.

Srijut Kuladhar Chaliha: Is he aware that in Assam the use of tractors has ruined about 10,000 acres?

The Honourable Shri Jairamdas Doulatram: I would not be able to speak of Assam. All that I can is that there are about twenty tractors there which are out of repair.

Shri Biswanath Das: Have Government seen the views expressed by that famous scientist of international reputation, Prof. Einstein, against the use of tractors, and have they examined the truth or otherwise of his statement?

The Honourable Shri Jairamdas Doulatram: I do not think that he has expressed himself in those definite terms, but whatever may be his view, we are finding some need for the use of tractors and in many areas there is no hand-labour and without the use of tractors we would not be able to plough that land.

OUTSTANDING CLAIMS ON VARIOUS RAILWAYS

907. Seth Govind Das: (a) Will the Honourable Minister of Railways be pleased to state how many claims are outstanding for more than six months on various Railways?

(b) What is the total amount involved?

(c) What steps are being taken to expedite the disposal of such claims?

The Honourable Shri K. Santhanam: (a) 64,755 claims were outstanding for over six months on 1st January, 1949 on all the Indian Government Railways.

(b) The total amount involved in these cases is approximately Rs. 3,34,27,000.

(c) In addition to constant endeavours to improve the position on railways in regard to disposal of claims cases, exceptional measures have recently been sanctioned and introduced as from 1st January, 1949 for the early liquidation of all arrears and the speedier settlement of current claims. These measures include the summary disposal of claims over three months old where *prima facie* evidence of railway's responsibility exists; arrangements for the almost immediate disposal of new claims not exceeding Rs. 200 and powers to Station Masters and other supervising staff at the more important stations to settle at the time of delivery certain claims not exceeding Rs. 50.

Shri H. V. Kamath: What about the settlement of claims for compensation for goods lost or damaged in respect of railway consignments prior to partition of India?

The Honourable Shri K. Santhanam: My statement includes the claims arising before partition of India.

Seth Govind Das: Is it not a fact that most of these claims which are outstanding are of the time when India was not partitioned?

Mr. Deputy Speaker: That has been answered.

Shri R. K. Sidhva: May I know how many claims have been disposed of after the introduction of the new system?

The Honourable Shri K. Santhanam: The new system was introduced on 1st January, 1949 and it is too early to give figures. I shall be able to supply figures if a question is put at a later date.

Seth Govind Das: How many claims are of the period when India was not partitioned and how many after India was partitioned?

The Honourable Shri K. Santhanam: I require notice.

Lala Achint Ram: What is the maximum time-limit for the disposal of applications for claims?

The Honourable Shri K. Santhanam: It depends on the merits of each case. Some cases may take a longer time; others could be disposed of quickly. We are trying to dispose of all claims as quickly as possible.

Shri B. S. Jhunjhunwala: What is the total amount of compensation paid by Government during the last year against claims?

The Honourable Shri K. Santhanam: I require notice.

Pandit Mukut Bihari Lal Bhargava: What is the average time taken for the settlement of these claims?

The Honourable Shri K. Santhanam: I have not got the figures worked out. If the honourable member would put a separate question, I shall try to answer it.

Shri Raj Bahadur: Arising out of the answer to part (b) of the question, can the Honourable Minister give us the total amount involved for the corresponding period last year?

The Honourable Shri K. Santhanam: I require notice.

Seth Govind Das: Is there a general complaint from the public and have Government been receiving it regularly, that the Department is taking too much time for disposing of these claims?

The Honourable Shri K. Santhanam: As a result of these complaints, we have taken the new measures. These measures have come into operation from 1st January 1949. Honourable members will do well to watch the result of these measures.

New Buses for Delhi Transport Service

***808 Seth Govind Das:** (a) Will the Honourable Minister of Transport be pleased to state how many new buses have been introduced in Delhi since the nationalisation of the Delhi Transport Service?

(b) What are the plans on hand to improve the Delhi Transport Service?

The Honourable Shri K. Santhanam: (a) In addition to sixteen new vehicles included in the fleet taken over from the G.N.I.T. Company though not brought on to the road by that company, sixty-six new vehicles have already been brought on to the road and deliveries of sixty more are expected by 31st March, 1949.

(b) The more important immediate measures that are now on hand for improving the Delhi Transport Service are: (i) construction of shelters and queue rails at bus stops; (ii) rationalisation of bus fares; (iii) provision of facilities for regular cleaning of vehicles; (iv) better workshop facilities for maintenance of vehicles; (v) prevention of overcrowding in vehicles; and (vi) opening up of new routes connecting refugee colonies and suburban areas.

It is also proposed to vest the administration of the D.T.S. in a Statutory Corporation to be called the Delhi Road Transport Authority, and steps are being taken to initiate necessary legislation to this end.

Seth Govind Das: Have Government fixed the date by which they expect to replace most of the old buses, because they are not in a proper condition?

The Honourable Shri K. Santhanam: All the old buses are being replaced steadily and by 31st March, 1949, we expect that the service will be in a reasonably satisfactory condition.

Shri H. V. Kamath: Has the Honourable Minister at any time travelled *incognito* in one of these buses during the rush hours to see what a delightful joy ride it can be?

The Honourable Shri K. Santhanam: I have inspected these buses during rush hours and steps have been and are being taken to relieve the rush by putting in more buses during those hours.

Seth Govnd Das: Are Government aware that most of these accidents that are taking place are on account of the bad condition of buses which are still running?

The Honourable Shri K. Santhanam: It is not correct, Sir.

Shri R. K. Sidhva: May I know whether these new buses which have been introduced are running on petrol or diesel oil?

The Honourable Shri K. Santhanam: On petrol, so far as I am aware.

Shri Deshbandhu Gupta: Have Government considered the desirability of constructing some waiting sheds for the passengers?

The Honourable Shri K. Santhanam: Decisions to that effect have already been taken.

Shri R. K. Sidhva: May I know whether Government have taken into consideration the economical condition of running buses by petrol and diesel oil, and has Government's attention been drawn to the fact that in Bombay all the buses are run on diesel oil?

The Honourable Shri K. Santhanam: All these matters are being taken into consideration.

Shrimati Dakshyani Velayudhan: Does the Improvement Plan include the improvement of the lighting conditions on the roads and bus stands?

The Honourable Shri K. Santhanam: The attention of the Delhi Municipal Committee will be called to that matter.

Mr. Frank Anthony: Is Government aware that drivers of these Government buses are among the most reckless of drivers and that they drive without any regard for road runners?

The Honourable Shri K. Santhanam: I do not accept that allegation.

Begum Aizaz Rasul: May I know what is the total amount of expenditure involved in the nationalisation of this Bus Service?

The Honourable Shri K. Santhanam: I require notice.

Shri Deshbandhu Gupta: May I know whether there are any seats reserved for ladies in the new buses?

The Honourable Shri K. Santhanam: I think some seats are reserved. If the honourable member will put a question I will give him the accurate information.

MANUFACTURE AND IMPORT OF LOCOMOTIVES

***809. Seth Govind Das:** (a) Will the Honourable Minister of Railways be pleased to state how many locomotives have so far been received from Canada and the U.S.A.?

(b) What is the output of locomotives in Kanchanpara Factory in India?

(c) What are the expected imports from Canada and the United States of America in the near future and their value?

(d) Do Government propose to increase the production of locomotives in India and if so, what steps are being taken in this respect?

The Honourable Shri N. Gopalaswami Ayyangar: (a) Since partition, sixty-two locomotives have been received from Canada and U.S.A. upto 31st

December, 1948. Of these thirteen have been received from Canada and forty-nine from U.S.A.

(b) The Locomotive Building Workshop which was originally proposed to be constructed at Kanchanpara will now be located at Chittaranjan near Asansol. The workshop is designed for the manufacture of 120 Steam Locos and 50 spare boilers per year. The workshop is still in the stage of construction and is expected to start work in January, 1950 in the manufacture of locomotive parts.

(c) 337 more locomotives are expected to be received from Canada after 31st December, 1948 and their value will be approximately Rs. 15·25 crores. As regards the United States of America, 270 locomotives are expected to be received and their total value will be approximately Rs. 12·55 crores.

(d) Yes. A Government workshop for the manufacture of locos is under construction at Chittaranjan. The East Indian Railway's Singhbhum Workshop at Tatanagar has also been sold to Messrs. Tatas for development as a Loco Building Shop.

Seth Govind Das: By what year the Government expect that the import of locomotives can be stopped and we shall have our own locomotives in this country?

The Honourable Shri N. Gopalaswami Ayyangar: I think in about five years' time we shall be able to stop the import of locomotives altogether.

Seth Govind Das: May I take it that every year the import of locomotives will be reduced so that within five years we shall have our entire requirements manufactured here?

The Honourable Shri N. Gopalaswami Ayyangar: That is so. As soon as we begin to manufacture our own locomotives which will be in the year 1951, the number of locomotives to be imported will be reduced year after year.

Shri Sita Ram S. Jajoo: May I know how many are meant for the metre gauge?

The Honourable Shri N. Gopalaswami Ayyangar: For the metre gauge there will be 203 in this programme.

Shri Sita Ram S. Jajoo: I am asking about the 62 locomotives imported already.

The Honourable Shri N. Gopalaswami Ayyangar: I have told the House that we have imported some and that we are going to import others. This programme will be completed in 1950-51. Out of the number we shall be importing, 203 are for the metre gauge.

Shri Sita Ram S. Jajoo: My question is, whether out of the 62 imported, are there any for the metre gauge?

The Honourable Shri N. Gopalaswami Ayyangar: I have not got the exact number here. There are some for the metre gauge.

Shri H. V. Kamath: Pending the construction of locomotives in our own country, do the Government propose to divert their attention a little more from Canada and the United States to Czechoslovakia and France so far as those imports are concerned?

The Honourable Shri N. Gopalaswami Ayyangar: We have no preference in these matters as between countries. If we placed our orders with the United States and Canada last year, it was because of prices and of early delivery dates. Those were the two main considerations which decided us in placing those orders in those two countries.

Shri Mahavir Tyagi: Are the engines ordered from America, bar-framed engines and not plate-framed engines? May I know whether the engines are of a design which did not exist in India before?

The Honourable Shri N. Gopalaswami Ayyangar: All I can say is that, even if they did not exist in India, these designs worked well in the conditions of India. It was after consultation with our experts and our consulting engineers in London that these orders were finalised.

Seth Govind Das: For future imports, will Government see that the orders are placed with countries from which we can get the cheapest locomotives?

The Honourable Shri N. Gopalaswami Ayyangar: I can assure honourable members that orders will be placed in future with full regard to our own interests.

Shri Mahavir Tyagi: May I know if there are workshops here in India at which repairs to the bar-frame engines could be carried out?

The Honourable Shri N. Gopalaswami Ayyangar: They are, I believe, repairable in our own workshops.

Shri Mahavir Tyagi: Is it not a fact that the mechanical engineers were not consulted before these engines were ordered for?

The Honourable Shri N. Gopalaswami Ayyangar: That statement is not based upon any foundation. I am here to contradict it. The mechanical engineers did say something about some of these engines. Whatever they said was examined by experts both here and in London and if we decided on the present set of engines it is because of expert advice both here and abroad.

Shri Mahavir Tyagi: May I know whether the mechanical engineers objected to these designs and said that they were not suitable for India?

The Honourable Shri N. Gopalaswami Ayyangar: There was a conference at which certain mechanical engineers aired certain opinions and those opinions were taken into account by the Railway Board and referred to experts. It was then that the matter was settled.

Shri Mahavir Tyagi: Is it not a fact that those designs were first made by an engineer who is not a mechanical engineer, but a bridge-expert, a civil engineer?

The Honourable Shri N. Gopalaswami Ayyangar: I think they were designed by mechanical engineers. Probably the honourable member has got at the back of his mind the fact that the Engineer member of the Railway Board is supposed to be a civil engineer. I can tell him that he possesses high mechanical engineering qualification.

Shri B. P. Jhunjhunwala: Is it a fact that some engines are lying idle because of defective design and construction?

The Honourable Shri N. Gopalaswami Ayyangar: I do not think so.

Srijut Kuladhar Chaliha: May I know whether the engines obtained from the United States have been put on the track?

The Honourable Shri N. Gopalaswami Ayyangar: Yes, about 15 of them are on the lines.

Srijut Kuladhar Chaliha: On what railways, please?

The Honourable Shri N. Gopalaswami Ayyangar: Some of them are on the G.I.P.R. and others on the E.I.R.

Shri Mahavir Tyagi: I shall take my chance at the time of the passing of the Demands for Grants.

IMPORT OF FIFTY-TON BORING MACHINES

†*610. **Prof. N. G. Ranga:** Will the Honourable Minister of Industry and Supply be pleased to state:

(a) for what purposes the 50-ton boring machine which is manufactured by a Yorkshire Factory for India would be used;

(b) how many more such machines have been ordered for and at what cost;

(c) when they are expected to be received in India; and

(d) by whom they are to be utilised?

The Honourable Dr. Syama Prasad Mookerjee: (a) Government have no information.

(b) and (c). A statement is laid on the table of the House.

(d) By the Government Locomotive Workshop, Chittaraojan.

STATEMENT.

Number of boring machines for which orders have been placed with Messrs. Craven Bros., U. K., and George Richards, U. K., for the Government Locomotive Workshop, Mihijam (Chittaranajan)

	Description	Quantity	Delivery date	Contract	Rate
(a) M/s Craven Bros.	Boring machines	3	Jul.Sep./49	£ 35,914	F.O.B.
	Tyre Borers and motors	2	Oct.Dec./49	£ 22,500	F.O.B.
(b) George Richards.	Boring machines with spares.	2	Sept.Oct./49	£ 0,365	F.O.B.
	Cylender boring machine with spares	1	Aug./49-Jan. 50	£ 32,638	F.O.B.
	Boring machines	2	Oct.Nov./49	£ 12,356	F.O.B.

MANUFACTURE OF PLASTIC GOODS

†*611. **Prof. N. G. Ranga:** Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the ascertained demand of India for plastic goods as indicated by imports, etc.;

(b) whether there is any local manufacture of plastic goods;

(c) whether the proposed Bangalore factory for plastics with Rs. 8 lakhs worth of new machinery, which is being manufactured by a Berkshire factory, is to receive any State help and if so, what; and

(d) whether Government have any plans for the construction of any more factories for manufacture of plastic goods and if so, where?

The Honourable Dr. Syama Prasad Mookerjee: (a) A statement is laid on the table of the House.

(b) Yes, Sir; including electric accessories, telephone and radio components, toilet goods, etc.

(c) Yes, Sir. Assistance will be given for acquiring of construction materials and for importation of raw materials.

(d) No, Sir.

† Answer to this question laid on the table, the questioner being absent.

STATEMENT

Periods		Value of imports	Remarks
		Re.	
Three years preceding the World War II		5,000,000	Figures for the years 1946-49 relate to imports made at Bombay and Calcutta. The import figures at the port of Madras are not available.
1943-46		50,000,000	
1946-47	Raw materials	82,000	
	Manufactured goods	2,110,000	
1947-48	Raw materials	95,000	
	Manufactured goods	3,153,000	
1948-49	Raw Materials	*59,000	
	Manufactured goods	†512,000	

*Bombay Nil upto November 1948.
Calcutta 59,000 upto January 1949.
†Bombay 398,000 upto November 1948.
Calcutta 114,000 upto January 1949.

MANUFACTURE OF BISCUITS

†*612. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Industry and Supply be pleased to state how many biscuit making factories are installed in various provinces, what is their present capacity and what is the total amount invested thereon?

(b) How many new plants have been sanctioned and for which provinces?

(c) Has the installation of new biscuit making plants been prohibited and if so, in which provinces?

(d) Is the country self-sufficient in biscuits?

The Honourable Dr. Syama Prasad Mookerjee: (a) 89 factories (including seven in the State Unions). Their production capacity is about 25,000 tons per annum.

Total investment is between 1½ to 2 crores of rupees.

(b) No sanction of the Government of India is necessary for establishing new plants. Licences for the import of new plants were granted to seven firms during 1945-48 for installation in the following Provinces and States:

Bombay	1
Patiala	1
Bhopal	1
Kapurthala	1
West Bengal	1
Delhi	1
Jaipur	1

(c) No, Sir. As, however, India's requirements will be adequately covered by the existing factories and the new factories for which licences for import of plant have been issued, Government have decided that no fresh licences for import of biscuit making plants for setting up new factories should be granted upto October, 1949. Apart from this there is at present an acute shortage of flour due to our current deficit in food grain supplies.

(d) The installed capacity is sufficient to meet the requirements of the country.

† Answer to this question laid on the table, the questioner having exhausted his quota

EXPORT AND HIGH PRICES OF SUGAR

†*613. **Shri V. C. Kesava Rao:** (a) Will the Honourable Minister of Agriculture be pleased to state the reasons for the high prices of sugar in India?

(b) What steps do Government propose to take to increase India's export trade in sugar?

The Honourable Shri Jairamdas Doulatram: (a) The high price of sugar in India is mainly due to (i) low yield of cane per acre, (ii) low yield of sugar by maund of cane, (iii) the high price of sugarcane which is the main item of the cost, (iv) increased cost of labour, and (v) higher manufacturing expenses.

(b) India did not have much of an export trade in sugar in the past. Before the war India was deficit in sugar and during the war period only about 15,000 tons was being exported every year to some of the Persian Gulf and of the Middle East Countries. The price of sugarcane being the major item in the price of sugar, unless the yield and sucrose content are increased and the cost of production reduced substantially, it is not possible to produce sugar at competitive rates. The cost of manufacturing sugar has also to be lowered by increasing manufacturing efficiency and utilisation of bye-products. These matters are being considered by Government and the Indian Sugarcane Committee.

MANUFACTURE OF MACHINE TOOLS

†*614. **Shri V. C. Kesava Rao:** (a) Will the Honourable Minister of Industry and Supply be pleased to state the steps proposed to be taken by (i) Government and (ii) private industry, for the manufacture of machine-tools?

(b) What help do Government propose to give to new entrants in this industry?

The Honourable Dr. Syama Prasad Mookerjee: (a) and (b). Attention of the honourable member is invited to the information furnished in reply to Question No. 59 by Prof. N. G. Ranga on the 2nd February, 1949.

NATIONALISATION OF PRIVATE TELEPHONE COMPANIES

†*615. **Shri V. C. Kesava Rao:** (a) Will the Honourable Minister of Communications be pleased to state the number of private telephone companies working in India?

(b) What is the total investments made in these companies and when is it expected to nationalise all these companies?

The Honourable Mr. Rafi Ahmad Kidwai: (a) None in India; but two in Indian States—one at Jamnagar (Saurashtra) and the other at Madangamj (Kishangarh).

(b) Exact investments are not known. Approximate figure for the former is Rs. 1,50,000 while for the latter it is Rs. 15,000.

The question of taking over these systems is engaging the attention of the Government.

RECOMMENDATIONS OF MARKETING OFFICERS' CONFERENCE

†*616. **Prof. N. G. Ranga:** (a) Will the Honourable Minister of Agriculture be pleased to state the main recommendations of the Marketing Officers' Confereuce held on the 18th and 19th October, 1948?

† Answer to this question laid on the table, the questioner being absent.

(b) What action has been taken regarding the establishment of licensed warehouses?

(c) How many warehouses licensed and State owned are there in the country?

(d) How far has the work of standardisation of contract terms progressed?

The Honourable Shri Jairamdas Doulatram: (a) A copy of the main resolutions passed at the Marketing Officers Conference held in October, 1948, is placed on the table.

(b) Regulation of licensed warehouses is a Provincial subject and so Provincial Governments have been requested to undertake Legislation regarding licensed warehouses and enforce its provisions. Bombay, Central Provinces, and Berar and Travancore have already the necessary legislation. It is expected that Madras and Gwalior will shortly be undertaking such legislation. The question of adequate inspection and grading machinery has been discussed with Bombay Government.

(c) There are two warehouses in India, both licensed one in Travancore.

(d) The question of undertaking legislation on standard contract terms on an All India basis was considered in the year 1946, but the Central Government were advised that they were not competent to undertake such legislation. The Provincial Governments were therefore, requested to take it up. The matter is still under consideration of the Provincial Governments.

Standard contracts have, however been laid down for trading in wheat, linseed and groundnuts. These have been informally adopted only by a few trade associations and shippers purely on voluntary basis.

STATEMENT

RESOLUTIONS PASSED AT THE CONFERENCE

Item No. 2(a) of the Agenda.—Marketing Surveys

Resolution.—This Conference recommends that having regard to the necessity of devoting more time and energy for undertaking and executing the actual marketing improvement work, the work on preparing marketing survey reports should be slowed down and the following programme is recommended for adoption:—

I. Publication of survey reports for the Indian Union before the end of 1949:—(i) Maize, (ii) Millets, (iii) Chillies, (iv) Pulses, (v) Mangoes, (vi) Meat, (vii) Poultry, (viii) Fibres, (ix) Sesamum and Niger Seed. (x) Agricultural Produce Exchanges, (xi) Rice, (xii) Milk, (xiii) Groundnuts, (xiv) Fish, and (xv) Fish Guide.

II. The all-India survey reports are exhaustive and detailed and as such they tend to be bulky. The Conference, therefore, recommends that it is very essential to prepare summaries of these reports with charts, maps, diagrams and statistical tables for the use of those who cannot afford to spend time for studying the main reports. These summaries should be prepared simultaneously, with the main reports and published expeditiously even by making special arrangements for printing, as for instance through the survey of India Press. It is also recommended that these summaries should be published in all regional languages.

III. The Conference further recommends that the Provincial and State Marketing Officers should prepare and publish for their respective areas reports on the following before the end of 1949:—(i) Rice, (ii) Milk, (iii) Groundnuts, and (iv) Fish.

These reports should be as detailed as possible for the Province or State concerned containing all aspects of marketing phenomena in respect of the commodity or subject concerned.

Along with the publication of the Provincial reports, summaries of the reports on each of the above commodities should also be simultaneously published for the information of those who cannot afford to apend time to study the full detailed report of the province or State. These summaries should also be simultaneously published in the regional languages of the provinces.

IV. The Conference also recommends that the Provincial and State Marketing Officers should complete and supply to the Centre reports on the following subjects before the end of 1949:—(i) Co-operative Marketing, (ii) Hides, and (iii) Linseed.

V The Conference requests Central, Provincial and State Governments to strengthen their Marketing Staff in order to fulfil the programme recommended above.

Item No. 2(b)(i) of the Agenda.—Grading and Control of Quality of agricultural produce entering export trade

Resolution.—Having regard to the complains frequently received from the Indian Government Trade Commissioners about uncertain and indifferent qualities of products exported from India to foreign countries and with a view to build up and enhance the reputation of Indian products abroad, the Conference recommends that steps should be taken by legislation to regulate the quality of exports in accordance with the Agmark standards prescribed under the Agricultural Produce (Grading and Marking) Act. It is further resolved that pending the passing of such a legislation Section 19 of the Sea Customs Act, under which tobacco and Sann Hemp are compulsorily required to be graded before export, should be extended to as many agriculture and animal husbandry products as possible, giving the first preference to oilseeds and vegetable oils.

Item No. 2(b) (ii) and (iii) of the Agenda.—Grading and Control of Quality of produce entering intra and inter-provincial trade

Resolution—

Improvement of Agmark Machinery.—This Conference recommends that the machinery for Agmark grading and check control should be improved by more frequent inspection of grading premises and collecting and analysing a larger number of check samples. The Conference further considers that as large a part as possible of the responsibility of correct Agmark grading should be entrusted to the Provincial and State Governments in commodities like ghee and edible oils in which there have been several complaints about adulterated produce having been packed under the Agmark standards It is, however, understood that the Central Government should continue to function as a co-ordinating and check control agency over the work which may be entrusted to Provincial and State Governments under this recommendation.

Compulsory Grading of Vegetable Oils and setting up Government Laboratories at Ports.—The Conference also resolves that as recommended by the Indian Oilseeds Committee, (i) early steps should be taken to compel all power mills crushing oilseeds to grade and mark their edible oils in accordance with the Agmark standards and (ii) the Government of India be moved to set up laboratories at port towns to issue certificates of quality of oils sold in the port markets and exported abroad.

Extension of Agmark Grading.—The Conference recommends that having regard to the importance of grading in seeing that the primary producer gets a price for the type and quality of his produce in his market on parity with rates prevailing for the same type and quality in a terminal or key market like Bombay or Calcutta, the Provincial and State Marketing Officers should make special efforts for increasing the activities of Agmark grading in all agricultural products for which Agmark specifications have been notified in the *Gazette of India*.

Item No. 2(c) of the Agenda.—Regulation of Markets

Resolution.—The Conference recommends that with a view to protect the interests of farmers in their markets, and to promote orderly marketing in the interest of all, the Provincial and State Governments be moved to—

(i) Enact necessary legislation where one does not exist,

(ii) Arrange for the regulation of all the important assembling markets as soon as possible,

(iii) Entrust the administration of the regulated markets to the Provincial and State Marketing Officers or to other officers with requisite marketing experience in Provinces and States where there are no Marketing Officers, and

(iv) Employ only persons with adequate qualifications and experience in marketing as Secretaries or Superintendents of Market Committees.

2 The Conference also recommends that the Agricultural Marketing Adviser to the Government of India should undertake a special survey on the working of regulated markets in different Provinces and States and prepare a further revised model bill and rules for the regulation of markets. It is emphasised in this connection that the Provincial and State Marketing Officers should fully co-operate in this work by supplying such information and data as may be required for their Provinces and States.

Item No. 2(d) of the Agenda.—Co-operative Marketing

Resolution.—The Conference recommends that with a view to securing a better return to the cultivator for his produce and saving undue profits made by the middlemen, Governments in Provinces and States be moved—

(i) to encourage organisation of producers' co-operative societies for the pooling, grading, processing, if necessary, storage, transport and marketing of their produce,

(ii) To encourage the organisation of consumers' co-operative stores and to link them up with producers' marketing societies, and

(iii) to authorise the Provincial and State Marketing Officers to exercise the powers of the Joint Registrars of Co-operative Societies in so far as producers' Marketing co-operatives are concerned; or in the alternative to attached officers of the Co-operative Departmental experienced in Agricultural Marketing to the Provincial or State Marketing Staff for undertaking on a more extensive scale the work of organising marketing co-operatives.

(iv) To utilise the services of marketing co-operatives and consumers' co-operative stores for the distribution of controlled commodities ot as large an extent as possible.

Item No. 2(e) of the Agenda.—Regulation of Produce Exchanges

Resolution.—The Conference recommends that with a view to provide proper facilities for genuine hedging and to eliminate speculation in commodities,

(a) enactment of a Central legislation is necessary for controlling and regulating the operations of Produce Exchanges on a uniform basis throughout the Indian Union, and

(b) Central Government may be moved to expedite the enactment of the necessary legislation, if necessary under Section 103 or Section 104 of the Government of India Act, 1935.

Item 2(f) of the Agenda.—Establishment of licensed Warehouses

Resolution.—The Conference recommends that—

(i) the Provincial and State Governments be moved to enact legislation on the lines of the Licensed Warehouse Bill (Model) and make arrangements to enforce its provisions, and

(ii) the Central Government be moved to organise, under the guidance of the Agricultural Marketing Adviser, an expert advisory and co-ordinating service for assisting the Provinces and States in organising licensed warehouses on lines similar to those existing in foreign countries like U. S. A.

Item No. 2(g) of the Agenda.—Weights and Measures

Resolution.—(a) With a view to protect the interests of farmers and facilitate trading and pending recommendations of the Indian Standards Institution concerning the general reorientation of Government of India's policy on Weights and Measures, this Conference recommends that Provincial and State Governments be moved—

(i) to undertake necessary legislation, if one does not already exist, on the lines of the Government of India Act of 1939, for enforcing standard weights and measures,

(ii) to draw out a definite plan to enforce the standard weights and measures in all parts of the Province or State within as short a period as possible and nor exceeding five years,

(iii) to arrange for the expeditious manufacture and distribution of weights and measures; and supply of iron for manufacturing weights and material for manufacturing measures,

(iv) to restrict the use of capacity and volume measures for trading only in liquids and semiliquids,

(v) to permit the use of only the Indian system of weights, i.e. standard maund, seer, chattak, etc., for trading in internal markets and to restrict the *use of avoirdupois* weights, i.e. ton, cwt., and lb, for trading in port towns only in commodities entering the export trade,

(vi) to lay down that all prices shall be quoted on the basis of prescribed units of weights or measures, and

(vii) to entrust the administration of the Weights and Measures Act to the Provincial and State Marketing Officers where this has not been already done.

(b) The Conference further recommends that the Government of India be moved to expedite the work of the Indian Standards Institution, concerned with the prescription of standards of weights and measures and to arrange for their effective adoption on all India basis.

Item 2(h) of the Agenda.—Standardisation of contract terms for both internal trade and export.

Resolution.—The Conference recommends that with a view to securing improvement in quality of agricultural produce, eliminating trade disputes and smoothening the operation of trade between distant markets steps be taken—

(i) to prescribe standard contracts on an all-India basis for important staple commodities, the contract terms being on a pure basis,

(ii) to convene a conference of important trade associations interested in agricultural produce for—

(a) considering the possibilities of a general adoption of standard contract terms by the trade as associations on a voluntary basis, and

(b) discussing difficulties, if any, in enforcing all-India standard contracts in any particular region or regions,

(iii) to enforce the use of standard contract terms by legislation, if it is not found feasible to secure a general acceptance of all-India standard contracts on a voluntary basis as in (ii) above, and

(iv) to secure the adoption of Indian standard contract terms for the export trade.

Item No. 2(i) of the Agenda.—Containers and Storage.

Resolution.—The Conference recommends that—

(i) the Provincial and State Governments be moved to initiate research for evolving suitable containers for different types of perishable products like fruits and vegetables dairy products and fish and that the Directorate of Marketing and Inspection should also undertake such research on an all-India basis in co-operation with the Forest Research Institute, Debra Dun and other Central or Provincial Research Institutes and co-ordinate researches undertaken by the Provincial and State Governments with the object of evolving new types of suitable containers which would reduce the damage to the contents to a minimum,

(ii) the Directorate of Marketing and Inspection should organise, in co-operation with the Storage Directorate of the Ministry of Food, an expert Advisory service for constructing improved warehouses or improving the existing ones with the object of reducing the storage loss to the minimum and to assist the smooth operation of the licensed warehouses in the Provinces and States,

(iii) the Provincial and State Governments be moved to encourage and assist the producers' and consumers' co-operative to construct their own warehouses on modern lines, and

(iv) the Central, Provincial and State Governments be moved to organise a chain of cold stores for storing perishable produce and also cold storage facilities at the important consuming and distributing railway stations like Delhi, Bombay and Calcutta, etc.

Item 2(i) of the Agenda—Containers and Storage

Resolution.—The Conference recommends that—

(i) The Provincial and State Governments through their Marketing Officers or others where there are no Marketing Officers should arrange to collect and disseminate through the local radio stations, daily information on prices, arrivals, dispatches and stocks at the principal assembling and distributing markets, taking due care to see that the data on prices are related to Agmark standards or other known and accepted standards of quality,

(ii) The Provincial and State Governments be moved to arrange to provide radio sets at least in such of the groups of villages which are important for the production of principal staple and marketable crops, and,

(iii) The Central Government should organise an elaborate Market Intelligence Service for the country as a whole.

Item 3 of the Agenda.—Arrangements for propaganda and publicity for Agmark products and promoting improved methods of marketing

Resolution.—The Conference recommends that the Central, Provincial and State Governments be moved to undertake propaganda and publicity in English, Hindi and regional languages in the following manner—

(1) Preparing and exhibiting clay models showing the improved methods of marketing *vis-a-vis* the existing practices, *e.g.* regulated markets, co-operative marketing, standards of weights and measures, Agmark grading, adulteration, etc.,

(2) Descriptive and pictorial handbills, posters and leaflets regarding Agmark and other improved methods,

(3) Periodical lectures and broadcast talks on Agmark commodities and improved methods of marketing,

(4) Cinema slides and short films on Agmark products, regulated markets and co-operative marketing,

(5) Publicity vans for popularising the improved methods in villages,

(6) Participation in shows and exhibitions,

(7) Samplee of Agmark graded products for exhibition in foreign countries, and

(8) A sustained publicity in the press.

Item 4 of the Agenda.—Rail and road transport—present difficulties and suggestions for improvements

Resolution.—The Conference recommends that the Provincial and State Governments be moved to (i) give the highest possible priority for the construction of all weather feeder roads in agricultural areas for facilitating the movement of agricultural produce to assembling markets or despatching stations, and (ii) popularise and assist in the use of pneumatic tyres for bullock carts and to assist in the manufacture and utilisation of country craft intended for transporting agricultural produce.

The Conference also recommends that the Rail Transport and Steamship Authorities be moved to (i) introduce a unified rates policy for different classes of goods for the whole country, having due regard to the intrinsic value of the different agricultural products and the need for moving these products over longer distances with the object of securing a more competitive price to the primary producer, and (ii) provide adequate number of ventilated and insulated wagons and space and refrigerated transport for perishable products like fruits, vegetables, eggs, fish, milk, butter, etc.

The Conference also recommends that the Central Government be moved to examine the possibility of making it obligatory for all transport agencies to provide for suitable and covered accommodation for agricultural and animal husbandry products at despatching and receiving ends and during transit.

Item 5 of the Agenda.—Organisation of Central and Provincial Marketing Staff on a permanent basis

Resolution.—The Conference recommends that having regard to the fact that duties of Marketing Officers at the Centre and in the Provinces and States are of a permanent nature, the Central, Provincial and State Governments be moved to make their marketing organisations permanent without any further delay.

The Conference also recommends that adequate Marketing staff should be immediately appointed in those Provinces and States where either no staff or inadequate staff is maintained at present.

The Conference also recommends that the Government of India be moved to take early decision on the recommendations made by the Vijayaraghavachariya Marketing Sub-Committee and in particular to constitute the all-India Agricultural Marketing Board as recommended by that Sub-Committee without any further delay.

Item 5 of the Agenda.—Arrangements for training candidates for marketing work

Resolution.—The Conference recommends that having regard to the frequent and repeated requests from Provincial and State Governments for facilities for training their officers in Agricultural Marketing, the Directorate of Marketing and Inspection should set up a special organisation for training marketing officers for Provinces and States.

PRODUCTION OF GRAM

†*617. **Prof. N. G. Ranga:** (a) Will the Honourable Minister of Agriculture be pleased to state the quantity of gram produced in different provinces in the year 1948?

(b) How much of it was marketed?

(c) How much gram was imported in the year 1948?

(d) What was the price of gram prevailing in different provinces?

† Answer to this question laid on the table, the questioner being absent.

(e) Why is there such a great disparity in controlled prices of gram in East Punjab?

(f) Have Government allowed free movements of East Punjab gram to other parts of the Country?

(g) Are adequate transport facilities being provided for such movements?

(h) Are any efforts being made to organise Cooperative Societies to procure as well as market the gram?

The Honourable Shri Jairamdas Doulatram: (a) A Statement (I) showing the required information for 1947-48 is placed on the table of the House.

(b) No information is available as to how much of last year production was brought into the market.

(c) No gram was imported on Government account during 1948.

(d) A Statement (II) showing the required information is placed on the table of the House.

(e) Maximum controlled prices of gram have been fixed for different districts and areas in the East Punjab after taking into consideration their respective distances from the main gram producing areas. The difference in prices so fixed is mainly intended to cover the transport and incidental charges involved in the movement of stocks from the producing areas to the non-producing or deficit areas. In fixing such differentials, discretion is left to the local authorities as they are in a better position to fix these according to prevailing local conditions.

(f) From 1st October, 1948 gram has been brought under the Basic Plan and inter-Provincial/State movement can now take place only on a Government to Government basis. Prior to that date the question of exercising control over inter-Provincial/State movements of gram was left entirely to the discretion of local Governments and the East Punjab Government permitted exports of gram only on Government account.

(g) Movements of gram under the Basic Plan fall in Class I (B) of Railway Priority and in this class adequate transport facilities are provided by Railways

(h) As gram is now under the Basic Plan, the responsibility for selecting the channel of its procurement and distribution rests with Provincial/State Governments. It is understood that in United Provinces efforts are already being made to utilise Co-operative Societies for such purposes.

STATEMENT I

Estimated production of Gram in the Different Provinces of the Indian Union, 1947-48

('000 tons).

Provinces	Production
Ajmer-Merwara	11
West Bengal	53
Bihar	425
Bombay	78
C. P and Berar	227
Delhi	4
Madras	17
Orissa	4
East Panjab	802
United Provinces	1,724
Total Indian Union Provinces	3,345

STATEMENT II

Wholesale prices of Gram during 1948 in the Pennant Areas

(Last Week of each Month).

(In Rs. per Maund).

Province.	Centre.	January 1948	February 1948	March 1948	April 1948	May 1948	June 1948	July 1948	August 1948	September 1948	October 1948	November 1948	December 1948
East Punjab	Abohar	7/10/-	11/-/-	10/10/-	7/4/-	7/7/-	8/2/-	9/6/-	7/2/-	8/10/-	8/8/-	8/10/-	8/12/-
	Moga	7/10/-	11/14/-	11/4/-	..	7/12/-	8/5/9-	9/9/-	8/7/-	9/5/-	7/10/-	7/10/-	8/8/-
	Rohtak	7/10/-	10/12/-	10/4/-	..	7/8/-	8/4/-	8/12/-	8/6/-	9/-/-	8/8/-	8/-/-	8/-/-
U. P.	Hapur	..	14/4/-	12/4/-	11/12/-	12/-/-	12/12/-	13/8/-	13/10/-	14/8/-	14/4/-	13/14/-	14/4/-
	Agra	14/-/-	14/-/-	10/-/-	9/12/-	11/12/-	13/4/-	13/-/-	12/-/-	14/-/-	14/-/-	13/-/-/	..
	Jhansi	12/-/-	10/8/-	9/-/-	8/8/-	9/8/-	10/8/-	12/8/-	..	13/5/-	13/5/-	14/8/-	13/-/-
	Kanpur	11/13/8	11/13/8	..	12/2/6	9/13/5	12/-/4	12/9/9	13/12/1	13/14/7	13/9/10	12/4/11	..
C. P. and Berar	Raipur	14/8/-	16/-/-	11/6/-	11/10/-	12/2/-	14/10/-	14/-/-	14/8/-	15/-/-	14/8/-	16/-/-	16/-/-*
	Bilaspur	15/-/-	14/-/-	10/-/-	10/-/-	12/8/-	13/-/-	15/4/-	15/-/-	14/8/-	14/8/-	15/-/-	15/-/-*
	Jubbulpore	11/2/-	9/8/-	8/6/-	9/8/-	11/-/-	13/-/-	13/-/-	12/8/-	13/5/-	13/5/-	14/8/-	16/4/*

(*) Relate to the third week of December 1948.

DEVELOPMENT OF VILLAGE FORESTS

†*618. **Shri Amiyo Kumar Ghosh:** (a) Will the Honourable Minister of Agriculture be pleased to state what steps Government have taken to develop village forests so as to provide the villagers with adequate fuel supplies in those areas, where fuel is not available?

(b) What area of the Province of Bihar has been selected for such development?

(c) Do Government propose to consider the desirability of advancing adequate funds to the Provincial Government and entrusting this work to them?

The Honourable Shri Jairamdas Doulatram: (a) The development of village forests is within the administrative charge of Provincial Governments. The Government of India have, however, frequently impressed on the Provinces, the need to develop such forests.

(b) The information required has been called for from Bihar Government and will be placed on the table of the House.

(c) The work of developing village forests has already been entrusted to the Provincial Governments and it is not held up for lack of grants from the Central Government.

WAGONS FOR TRANSPORT OF RAW MATERIALS FOR PAPER MANUFACTURE

†*619. **Shri Amiyo Kumar Ghosh:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether Government are aware of the decline in paper production since the partition of the country?

(b) If so, do Government propose to give more wagons for transporting raw materials for paper manufacture on a higher priority?

The Honourable Dr. Syama Prasad Mookerjee: (a) There was a slight decline in paper production since the partition, on account mainly of shortage of bamboos, grass, etc., which previously used to come from areas now in Pakistan. From January, 1948, however, there was some improvement in production due to an improvement in the labour situation. The total production during 1948, therefore, shows an overall increase over the 1947 figure.

(b) Yes. The question is under consideration.

EXPRESS TRAIN TO CARRY MAIL AND PASSENGERS BETWEEN HOWRAH AND SILIGURI

*620. **Srijut Kuladhar Chaliha:** (a) Will the Honourable Minister of Communications be pleased to state whether Government are aware that letters from Calcutta take about eight days to reach Assam?

(b) If so, do Government propose to arrange to run an express train from Howrah to Siliguri to carry mails and passengers to Assam within a reasonable time?

The Honourable Mr. Rafi Ahmad Kidwai: (a) No, Sir. Letters posted at Calcutta for transmission by the surface route ordinarily reach Gauhati on the fourth day of their despatch from Calcutta and Dibrugarh on the fifth day. Air Mails posted in Delhi, Madras, Calcutta and Bombay are delivered at Gauhati and Shillong next day.

(b) No, but it may be stated that the timings of the train-*cum*-steamer service *via* Manibari Ghat to Naksalbari by train No. 53 Up and 336 East Passenger have been revised so as to provide a through connecting service between Howrah and Siliguri, taking only about 30 hours. The possibility of

† Answer to this question laid on the table, the questioner being absent.

utilising these trains for mails is being examined. The question of reducing the transit time of mails for Assam and North Bengal by forwarding them over the direct E.B. Railway route through East Pakistan is also being reconsidered.

Shri H. V. Kamath: Have there not been some instances where this very reasonable record of eight days has been beaten hollow and paled into insignificance?

Mr. Deputy Speaker: The Honourable Minister is unable to understand its hollowness.

Srijut Kuladhar Chaliha: May I state that I received certain letters which were lying with the postal authorities for more than eight days?

The Honourable Mr. Rafi Ahmad Kidwai: I accept that. I have myself sent letters posted in Delhi to be delivered in Delhi. They have taken three days.

RICE PRODUCTION IN ASSAM

***621. Srijut Kuladhar Chaliha:** Will the Honourable Minister of Food be pleased to state what quantity of rice is expected to be available in Assam in 1949-50 and the quantity that it will be necessary to import to Assam from outside the Province?

The Honourable Shri Jairamdas Doulatram: It is not possible now to forecast the production for 1949-50. Even the final forecast for 1948-49 is not yet available. Normally Assam is surplus in rice and not deficit.

Srijut Kuladhar Chaliha: May I know if there was scarcity of rice in August last year?

The Honourable Shri Jairamdas Doulatram: There was no particular scarcity, but there was difficulty of securing for particular areas and the Centre gave them a small amount of 5,000 tons, but just before that Assam gave us 3,000 tons.

Shri B. P. Jhunjhunwala: What is the surplus of rice in Assam?

The Honourable Shri Jairamdas Doulatram: I would not be able to give the exact figure, but Assam has rarely needed any help from the Centre. Usually it is able to send out something but for the difficulty of communications.

Shri H. V. Kamath: What has been the population increase in Assam over what it was in 1941?

Shri Mahavir Tyagi: Is it a fact, Sir, that a big businessman who wanted to import rice from Nepal was refused the license to import rice into India?

The Honourable Shri Jairamdas Doulatram: Not that I know of.

Shri Raj Bahadur: What is the average annual surplus of rice from Assam?

The Honourable Shri Jairamdas Doulatram: I cannot give the exact figure. They rarely needed help from the Centre.

Shri Mahavir Tyagi: I would like to know why the businessman was refused the license to import—It was not rice; it was paddy?

Dr. Mono Mohan Das: May I ask if there are lots of cultivable lands lying fallow in Assam, and if so, what steps have been taken by the Provincial Government to cultivate these lands?

The Honourable Shri Jairamdas Doulatram: The question would have to be replied to by the Provincial Government. It would not be correct for me to try and explain why the Provincial Government did or did not take particular steps.

CZECHOSLOVAKIAN CONSULTING ENGINEER'S OFFICE IN INDIA

*622. **Seth Govind Das:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether it is a fact that the Government of Czechoslovakia is contemplating to set up a Consulting Engineer's Office in India?

(b) What are the advantages that the Government of India and the various Provincial and State Governments got from the visit of a Technical Mission from Czechoslovakia?

(c) What are the benefits India is going to get from Czechoslovakia in the technical field?

The Honourable Dr. Syama Prasad Mookerjee: (a) No, Sir.

(b) The Government of India and Provincial Governments had had discussions with the members of the Mission on electrification schemes, problems of utilisation of low-grade Indian coals, the manufacture of synthetic fuel oils and chemicals, and the extent of availability of machinery and technical skill from Czechoslovakia for Indian Industries.

(c) Czech technicians have offered their assistance in repairing and reconditioning surplus and reparation machine tools for use in the proposed machine tool factory and in the establishment of such factory. Their offer is under examination.

Seth Govind Das: Has the gist of all these opinions from Czechoslovakian Engineers been circulated to various Provinces?

The Honourable Dr. Syama Prasad Mookerjee: They are available to the provinces.

Shri H. V. Kamath: May I know what are the terms and conditions on which these technicians have offered assistance to India?

The Honourable Dr. Syama Prasad Mookerjee: That matter is still under examination and I would not like to discuss the matter here.

ROAD LINK BETWEEN SILIGURI AND ASSAM *via* COOCH BIHAR

*623. **Srijut Kubadhar Chetia:** (a) Will the Honourable Minister of Transport be pleased to state whether the road link from Siliguri to Assam *via* Cooch Bihar has been completed?

(b) If not, when is it going to be completed?

(c) What is the length of this road?

(d) Have bridges been constructed and ferry arrangements been made across the rivers on the road?

The Honourable Shri K. Santhanam: (a), (b) and (d). The honourable member may kindly refer to the reply given to his starred question No. 436 on the 24th August, 1948. Temporary bridges for use in the dry season have since been put up at the unbridged crossings over the three major rivers (Kaljani, Gadadhar and Raidak).

(c) About one hundred and sixty-four miles from Siliguri to Golakganj.

SUPPLY OF COAL TO TOBACCO GROWERS OF GUNTUR AND KRISHNA DISTRICTS BY RAIL

†*624. **Prof. N. G. Ranga:** Will the Honourable Minister of Industry and Supply be pleased to state whether Government will continue to supply all the coal needed by the tobacco-growers and barn owners (of Guntur and Krishna Districts) by rail alone?

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† Answer to this question laid on the table, the questioner being absent.

The Honourable Dr. Syama Prasad Mookerjee: The question assumes that the Tobacco Growers and Barn Owners of Guntur and Krishna Districts are now getting their entire coal supplies by the all rail-route. The fact, however is that a portion of their total coal allotment is now being sent by sea and a portion by the all-rail-route. Supplies by rail will be continued for so long as the rail transport position permits of this being done. If it deteriorates at any time later, more coal will have to be sent to these consumers by the sea route.

LATE ARRIVAL OF FRONTIER MAIL AT RATLAM

***625. Shri V. S. Sarwate:** (a) Will the Honourable Minister of Railways be pleased to state whether Government are aware that the Frontier Mail running from Delhi reaches as a rule late at Ratlam, with the result that passengers for stations both ways on the Khandwa-Ajmer line miss the connecting trains and are detained at Ratlam for several hours?

(b) If the reply to part (a) above be in the affirmative, what steps are proposed to be taken in the matter?

The Honourable Shri N. Gopalaswami Ayyangar: (a) No. During the first half of February, it arrived before time on one day, at the right time for five days and within 20 minutes of right time on seven days. It was late by 31 minutes for one day and 1 hour 15 minutes on one day.

(b) Does not arise.

BOOKING CLERKS AND TICKET COLLECTORS AT PANIPAT AND KARNAL RAILWAY STATIONS

***626. Master Nand Lal:** (a) Will the Honourable Minister of Railways be pleased to state what was the average number of tickets sold and collected monthly at Panipat and Karnal Railway Stations respectively in the years 1947 and 1948?

(b) How many booking clerks and how many ticket collectors are working at each of these stations?

(c) Is it a fact that the accounts of the booking offices of these stations are not completed daily and if so, accounts of how many months remain to be completed at each of these stations?

(d) Do Government propose to consider the question of increasing the number of booking clerks and ticket collectors at these stations?

The Honourable Shri K. Santhanam: (a) A statement giving the required information is laid on the table of the House.

(b) There are three booking clerks at each station. The number of ticket collectors at Panipat is four and at Karnal one.

(c) Booking office accounts at these stations are closed daily and there are no arrears.

(d) This is already being considered by the Railway Administration.

STATEMENT

Average number of tickets sold and collected monthly at Panipat and Karnal railway stations in the years 1947 and 1948

	Average number of tickets sold per month		Average number of tickets collected per month	
	1947	1948	1947	1948
Panipat	27,446	1,15,188	32,147	1,02,852
Karnal	19,012	41,704	19,282	40,754

Social Guides at Railway Stations

*627. **Master Nand Lal:** Will the Hon'ourable Minister of Railways be pleased to state:

(a) the names of Railway stations where social guides are working;

(b) the number of social guides appointed so far; and

(c) how far this scheme is successful?

The Honourable Shri K. Santhanam: (a) and (b). A statement giving the information asked for by the honourable member is placed on the table of the House.

(c) It is too early to pass a judgment on the experiment. The services of the social guides have, however, been appreciated in many places, especially the women passengers.

STATEMENT

Number of social guides appointed on Railways and names of stations where they are working

1. Assam Railway	9	Badarpur. Amingaon. Pandu. Golakganj.
2. Bengal Nagpur Railway	6	Kharagpur. Khurda Road. Adra. Chakradharpur Nainpur Bilaspur.
Bombay, Baroda and Central India Railway	5	Bombay Central. Ajmer.
East Indian Railway	37	Howrah. Burdwan. Sealdah. Bongaon. Ranaghat. Baidyanathdham. Asansol. Benares.

5. Great Indian Peninsula Railway	28	Bombay V. T. Dadar. Kalyan. Poona. DhondJn. Manmad. Itarsi Jn. Jhansi. Muttra. Bhusaval. Khandwa. Agra Cantt.
6. Madras and Southern Mahratta Railway .	39	Madras Central. Arkonam. Renigunta. Jalarpet. Katpadi. Beswada. Gudur. Guntakal. Hubli.
7. South Indian Railway . .	17	Madras Egmore. Villupuram. Tanjore. Trichinopoly. Madura. Erode. Coimbatore.
8. Oudh Tirhut Railway .	17	Samastipur. Darbhanga. Muzaffarpur. Lucknow Jn. Allahabad city. Gonda. Gorakhpur. Sonepur. Benares City. Bareilly.
9. Eastern Punjab Railway .	89	Delhi Main. Ambala Cantt. Bhatinda. Saharanpur. Ferozepur Cantt. Jullundur City. Amritsar. Ludhiana.

Shri H. V. Kamath: Is this job of social guides a whole-time or a part-time occupation?

The Honourable Shri K. Santhanam: It is a whole-time occupation.

Shri Mahavir Tyagi: May I know what kind of work they are performing?

The Honourable Shri K. Santhanam: They are expected to help women passengers and other poor passengers at the booking offices, to see that they get their seats in the railway trains and do such other service as may be necessary for them.

Shri Jaspat Roy Kapoor: Are there any lady social guides to help the lady passengers?

The Honourable Shri K. Santhanam: Many of the social guides are ladies.

Shri L. Krishnaswami Bharathi: May I know the pay of the social guides?

The Honourable Shri K. Santhanam: I shall require notice for that question.

Shri R. K. Sidhva: May I know, Sir, whether these guides have been recruited from the services or from the Social Service Organizations?

The Honourable Shri K. Santhanam: They have been recruited on the advice of the Social Service Organizations.

Shrimati G. Durgabai: May I know what is the total number of these lady guides and whether they are working in all the stations?

The Honourable Shri K. Santhanam: The total number is 89 so far.

Shri Deshbandhu Gupta: Is it a fact that most of these social guides are not trained and are not conversant with the rules and regulations governing different railways and are unable to help the passengers?

The Honourable Shri K. Santhanam: The suggestion will be considered, Sir.

Shri L. Krishnaswami Bharathi: Does the service of social guides include also purchasing the tickets for the ladies?

The Honourable Shri K. Santhanam: Yes, Sir. I am sorry I made a mistake. The total number is not here, but the number for the Eastern Punjab Railway is 89 and various other railways have got different numbers.

श्री० गोकुल भाई दौलतराम भट्ट : क्या हर जंकशन स्टेशनों में ये सोसियल गाइड्स रहते हैं।

Shri Gokulbhai Daulatram Bhatt: Are social guides available at every Junction Station?

The Honourable Shri K. Santhanam: Not yet.

श्री० गोकुल भाई दौलतराम भट्ट : मैं ने जवाब सुना नहीं । क्या जवाब नहीं है ?

Shri Gokulbhai Daulatram Bhatt: I have not heard the reply. Is there no answer?

The Honourable Shri K. Santhanam: Social guides are not available at every station, but only at some important stations.

श्री० गोकुल भाई दौलत राम भट्ट : क्या मारवाड़ स्टेशन में सोसियल हैं या नहीं?

Shri Gokulbhai Daulatram Bhatt: Are there any social guides posted at Marwar Junction?

The Honourable Shri K. Santhanam: I do not know whether there is a social guide in the Marwar Station, but if the honourable member will put a question, I am prepared to find out and give the information.

Lala Achint Ram: Do the Social guide inspectors report cases of corruption also?

The Honourable Shri K. Santhanam: Yes, Sir.

श्री० गोकुल भाई दौलतराम भट्ट : स्टेशन के साथ सोसिल गाइड्स का मेल-मिलाप है या नहीं ?

Shri Gokulbhai Daulatram Bhatt: Does the statin Staff Co-operate with the social guides or not?

The Honourable Shri K. Santhanam: They are expected to work in close co-operation with the other staff.

श्री० गोकुल भाई दौलतराम भट्ट : क्या स्टेशन स्टाफ उनको मदद दे रहे हैं।

Shri Gokulbhai Daulatram Bhatt: Are they being assisted by the station staff?

The Honourable Shri K. Santhanam: Generally, they do, but there may be differences between them as in the case of other staff.

श्री० गोकुल भाई दौलतराम भट्ट : क्या आप समझते हैं कि अजमेर में जो एक सोसियल गाइड है वह सारे दिन भर काम चलाता है ।

Shri Gokulbhai Daulatram Bhatt: Do you think that the one social guide at Ajmer station has got to work for the whole day?

The Honourable Shri K. Santhanam: Sir, I cannot say anything about what happened at the Ajmer Station.

श्री० गोकुल भाई दौलतराम भट्ट : मैं आमतौर से कह रहा हूं कि जहां-जहां सीसियल गाइड्स है वहां कितने हैं और कितने घन्टे उनको काम करना पड़ता है। सारे स्टेशनों का काम वह अच्छी तरह से कर लेते हैं ?

Shri Gokulbhai Daulatram Bhatt: I am asking a general question as to how many guides are employed at different stations, and for how many hours they have to work there? Are they in a position to look after the work at all the stations efficiently?

The Honourable Shri K. Santhanam: If the honourable member will ask a particular question about any particular place, I shall be glad to get the information.

(B) WRITTEN ANSWERS

REFUGEE MATRICULATES APPOINTED AS POSTMEN IN DELHI

*628. **Master Nand Lal:** (a) Will the Honourable Minister of Communications be pleased to state how many refugee matriculates have been appointed as postmen in Delhi since partition?

(b) After how many years service can a postman sit for an examination to qualify himself for the post of postal clerk?

The Honourable Mr. Rafi Ahmad Kidwai: (a) Fifty-four.

(b) Permanent postmen with five years' continuous service can sit for the examination for promotion to clerical cadre as departmental candidates.

FLIGHT OF AEROPLANES FROM CALCUTTA TO GAUHATI OVER PAKISTAN TERRITORY

*629. **Srijut Robini Kumar Chaudhuri:** (a) Will the Honourable Minister of Communications be pleased to state whether Government are aware that the planes carrying passengers, mails, etc., from Calcutta to Gauhati halt at Bagdogra only for three days in the week?

(b) Are the planes flying to Gauhati and Mohonbari (Dibrugarh) on other days allowed to fly over Pakistan territory?

(c) Is it a fact that the flying distance between Bagdogra and Gauhati would be very much curtailed if the planes were allowed to fly over Pakistan territory?

(d) Is it a fact that the hours of journey and fares for passengers could be substantially reduced if a straight flight was allowed from Calcutta to Gauhati over Pakistan territory?

The Honourable Mr. Rafi Ahmad Kidwai: (a) No, Sir. The Calcutta-Baghdogra-Gauhati-Mohanbari service halts at Bagbdogra on all seven days of the week.

(b) Does not arise.

(c) No, Sir. The direct route between Baghdogra and Gauhati does not cross Pakistan territory.

(d) Yes, Sir. The flying time between Calcutta and Gauhati would be reduced by one hour and twenty minutes and the passenger fare by Rs. 49 if the service were to operate direct from Calcutta to Gauhati over flying Pakistan territory.

SURCHARGE ON AIR MAIL LETTERS FROM CALCUTTA TO GAUHATI

*630. **Srijut Rohini Kumar Chaudhuri:** (a) Will the Honourable Minister of Communications be pleased to state whether it is a fact that a letter for which no air surcharge is paid, takes four days to go from Calcutta to Gauhati nowadays, whereas it took only two days before partition?

(b) If so, do Government propose to restore the system of carrying letters by air without charging air surcharge as in the year 1948?

The Honourable Mr. Rafi Ahmad Kidwai: (a) Yes.

(b) Government are examining the possibilities of giving air conveyance to unsurcharged letters.

CONVERSION OF COCHIN HARBOUR INTO NAVAL BASE

*631. **Mr. K. A. Mohamed:** Will the Honourable Minister of Transport be pleased to state:

(a) whether the Cochin Harbour is to be converted into a naval base;

(b) whether it is a fact that the preliminary work for this conversion has now been undertaken; and

(c) if so, whether Government propose to open any other port on the West Coast to take the place of this harbour?

The Honourable Shri N. Gopalaswami Ayyangar: (a) There is a proposal to develop a Naval Base at Cochin Harbour.

(b) Yes.

(c) The Cochin Port will continue to be available for commercial purposes. Government are however, considering on other grounds the possibility of establishing an additional major port between Mormugao and Cochin.

CONSTRUCTION OF NATIONAL HIGHWAYS

*632. **Mr. K. A. Mohamed:** Will the Honourable Minister of Transport be pleased to state:

(a) whether Government propose to construct National Highways;

(b) if so the details of the proposed Highways;

(c) the estimated cost of this work;

(d) whether it is a fact that different provinces and states have been directed to survey and prepare preliminary estimates for their portions of these Highways; and

(e) whether any portion of any Highway has been completed?

The Honourable Shri K. Santhanam: (a) The Central Government accepted with effect from the 1st of April, 1947, and as explained further in the answer to part (d) of this question, provisional financial responsibility for the construction, improvement, and maintenance of a system of roads designated as National Highways. Whether and the extent to which this responsibility will continue will depend on the provisions of the New Constitution.

(b) A list of roads at present included in the National Highway system is placed on the table of the House

(c) Rs. 26·5 crores for construction and development during the five years ending 31st March, 1952, but actual expenditure will depend on availability of funds.

(d) The answer is in the affirmative so far as Provinces are concerned. The Central Government have not assumed financial liability for National Highways passing through Indian States, save to the extent to which they were already liable under agreements entered into with individual States before the 1st April, 1947.

(e) Except for certain gaps where no roads exist and for the absence of bridges over some rivers, the National Highway system is complete. The following are the important works on National Highways which have been completed since the Government of India assumed Financial liability for this class of roads:

(i) Construction of a through road-link between Assam and the rest of India.

(ii) Construction of a bridge over the Poonpoon river on the Grand Trunk Road in Bihar.

STATEMENT

List of National Highways [As on 26th January, 1949]

1. *Grand Trunk Road North.*—Delhi-Amritsar-Pakistan border (312 miles).

2. *At Jullundur to Kashmir Border.*—94 miles.

2. *Grand Trunk Road East.*—Delhi-Agra-Kanpur-Calcutta (941 miles).

3. *Bombay-Agra Road.*—741 miles.

4. *Bombay-Madras Road.*—*Via* Poona-Belgaum-Bangalore (840 miles) and Chittoor.

5. *Calcutta-Madras Road.*—*Via* Balasore and Vizagapatam. From junction with No. 6 at the Subarnarekha river on boundary between Bihar and Mayurghanj State (954 miles).

6. *Bombay-Calcutta Road.*—Dhulia (on No. 3) Nagpur-Raipur-Sambalpur to junction with No. 2 at Sepahigachi near Arambagh (1,010 miles).

7. *Benares-Cape Comorin Road.*—Moghal Serai-Mangawan-Rewa-Jobbulpore-Lakhnadon-Nagpur-Hyderabad-Bangalore-Krishnagiri Salem-Dindigul-Madura-Cape Comorin (1,554 miles).

8. *Delhi-Rajputana-Gujrat-Bombay Road.*—*Via* Jaipur-Ajmer-Udaipur-Modasa, and Baroda (1,001 miles).

9. *Poona-Sholapur-Hyderabad-Beswada.*—504 miles.

10. *Delhi-Rohtak-Hansi-Hissar-Fatehbad-Sirsa-Fazilka.*—278 miles.

11 to 21.—(omitted—being in Pakistan).

22. *Ambala-Kalka-Simla-Tibet Border.*—295 miles.

23. *Rajputana to Sind Border.*—Shown on map as from junction with No. 8 South of Pali to Pakistan Border (alignment not decided; to be reconsidered).

24. *Delhi-Bareilly-Lucknow.*—320 miles.

25. *Lucknow-Kanpur-Jhansi-Shivpuri* (on No. 3).—236 miles.

26. *Jhansi-Sougor-Lakhnadon* (on No. 7).—250 miles.

27. *Allahabad-Mangawan* (on No. 7).—64 miles.

28. *Avadh-Tirhut Road.*—Lucknow-Gorakhpur-Muzaffarpur-Monghyr Ghat Ganges left bank (site of Gandak bridge not settled) (389 miles).

28-A. *Branch of No. 28 to Raxaul for Nepal.*—50 miles.

29. *Gorakhpur-Ghazipur-Benares.*—128 miles.

30. MOHANIA (on No. 2).—Bikramganj-ARAH-Sone Bridge. Patna-Bakhtyarpur-junction with National Highway No. 31 (160 miles).

31. BARHI-RAJAULI-Nawadah-Bakhtyarpur-Mokameh Road Rail Bridge across GANGA—Junction with National Highway No. 28—Monghyr-Khagaria-Narayanpur-Purnea-Siliguri Cooch Behar-Jogigopa or other site of Brahmputra Bridge (595 miles).

31-A. *Siliguri-Rangpo-Gangtok* (to Sikkim).—38 miles.

32. Blank.

33. *Barki* (on No. 2)-*Ranchi-Bundu-South of Chakdi-South of Jamshedpur-Seraikela-Junction with No.* 6 at Subarnarekha river (234 miles).

34. *North Bengal Highway.*—Burdwan-Tildinga—on to Siliguri avoiding Pakistan territory (231 miles).

35. Calcutta-Jessore-Pakistan (low priority for development) (47 miles).

36. From No. 25 to Agypa on No. 37 (low priority for development).

37. *Assam Trunk Road.*—Golpara (or other site of Brahmaputra bridge)—Gauhati-Jorhat-Diburgarh-Saikhoa Ghat (429 miles).

38. *Makum-Dibgoi-Ledo-Lekapani (three miles from Ledo).*—34 miles.

39. *Assam Burma Road.*—Saudua (on No. 39) Dimapur-Imphal (279 miles).

40. Shillong to Dawki.—104 miles.

41. *Blank.*

42. *Sambalpur-Cuttack.*—170 miles.

43. *Raipur-Vizianagram (junction with No. 5).*—335 miles.

44. *Blank.*

45. *Madras-Trichinopoly-Dindigul.*—258 miles.

46. *Renipet (on No. 4) to Krishnagiri (on No. 7).*—84 miles.

47. *Salem (on No. 7) Cochin.*—225 miles.

48. *Blank.*

49. *Madura (on No. 7).*—Damukkodi.—101 miles.

50. *Poona-Nasik.*—123 miles.

Note.—The detailed alignments of many of these roads have not yet been finalized. Some changes in the National Highway system may also be necessary following the initiation of development plans now contemplated, the merging of States with Provinces, and other causes.

SUBSIDIES TO AIRWAY COMPANIES

*633. **Mr. K. A. Mohamed:** Will the Honourable Minister of Communications be pleased to state:

(a) whether the different companies conducting air services in India are given subsidies by Government;

(b) if so, the names of such companies receiving subsidies and the amounts thereof; and

(c) whether it is a fact that the Air India Service operating between Madras and Trivandrum is demanding contribution from the Travancore Government for the loss incurred by them in that service?

The Honourable Mr. Rafi Ahmad Kidwai: (a) Air Transport Companies operating internal air services in India are not given any subsidies.

(b) Does not arise.

(c) Under an agreement reached in 1946 between Air-India on the one side and the States of Mysore, Cochin and Trivandrum on the other, the Governments of the three States have agreed to bear the losses arising from the operation of the Madras-Bangalore-Cochin-Trivandrum service for a period of five years, in an appropriate proportion.

AMALGAMATION OF LOCAL POSTAL SYSTEMS IN STATES WITH INDIAN POSTAL DEPARTMENT

*634. **Mr. K. A. Mohamed:** Will the Honourable Minister of Communications be pleased to state:

(a) the names of the acceding States which have local postal systems of their own; and

(b) whether it is the intention of Government to amalgamate these postal services with the Government of India Postal Department?

The Honourable Mr. Rafi Ahmed Kidwai: (a) Gwalior, Patiala, Jind, Nabha, Chamba, Travancore, Cochin, Jaipur, Udaipur (Mewar), Kishangarh, Charkhari, Shahpura, Orchha, Morvi, Barwani, Rajkot and Bundi.

(b) The question is under consideration.

REVIEW OF INDIA'S FOOD POSITION IN THE LIGHT OF WORLD FOOD PRODUCTION

***835. Shri Biswanath Das:** Will the Honourable Minister of Agriculture be pleased to state:

(a) whether the attention of Government has been drawn to a news item circulated by Reuter published in the Delhi papers on the 7th February, 1949 that world production of rice for 1948-49 harvest, as reported by the Department of Agriculture of the United States of America has reached the prewar level of 7470 million Bushels compared with the 7060 million Bushels last year and is almost identical with the four years average of prewar years and that India with her expected harvest of 1550·4 million Bushels—the largest for several years—is an exception in Asia along with Pakistan in having a good crop;

(b) whether the facts mentioned in part (a) above are substantially correct;

(c) whether Government are aware that there was a bumper crop of other cereals in most American countries;

(d) the prices per maund of eighty pounds or forty seers of wheat, rice, maize and barley at which these commodities were purchased from each of the American and Asiatic Countries and Australia during the years 1946-47 and 1947-48 and the duty paid in each case, showing separately the prices charged by countries connected with the United Nations Organisation and by those not connected with the United Nations Organisation; and

(e) whether Government propose to review the food position in the light of these facts?

The Honourable Shri Jairamdas Doulatram: (a) Yes.

(b) The Government have at present no detailed information to check up the reports about total world production of rice. Final rice forecast reports for 1948-49 have not yet been received from Provinces and States but the available information shows that the outturn of rice in the Indian Union would be about the same as last year. The crop has suffered in Madras due to deficient winter rains while in Bombay, C.P., and West Bengal the crop is reported to have suffered on account of untimely rains in November. It might be added that in 1947-48 also our rice crop was below average.

(c) The available information shows that U.S.A. harvested during 1948 a record crop of maize as well as the second largest wheat crop in its agricultural history. The production of oats in the U.S.A. in 1948 was also high. In Canada too production of other cereals during 1948 showed an appreciable increase as compared with the previous year.

(d) Statement showing the required information in respect of 1946-47 is placed on the table of the House.

As regards 1947-48 it is regretted the information cannot be disclosed at this stage in the public interest.

(e) The food position is continually reviewed from time to time in the light of all available information.

STATEMENT

Average price (c.i.f.) paid per maund of wheat, rice, maize and barley during April 1946 to March 1947 to countries which are connected/not connected with U. N. O.

Commodity	Price Rs. A. P.
I.—Countries connected with U. N. O.	
Wheat—	
Australia	9 4 0
U.S.A.	13 12 0
Canada	13 11 0
Turkey	18 7 0
Wheat Flour—	
Australia	12 5 0
U.S.A.	18 10 0
U.K.	18 0 0
Rice—	
Siam	9 8 0
Brazil	17 1 0
Barley—	
Australia	12 6 0
Turkey	14 6 0
Argentine	14 8 0
Egypt	14 1 0
Iraq	13 0 0
Maize—	
U.S.A.	9 9 0
Argentine	13 2 0
II.—Countries not connected with U. N. O.	
Rice—	
Burma	14 10 0
Indo-China	16 11 0
Indonesia	5 12 0
Maize—	
Burma	9 8 0

NOTE.—There is no duty levied on imports of Foodgrains into India.

CONSERVATION OF STEEL

*635. **Shri M. Ananthasayanam Ayyangar:** (a) Will the Honourable the Minister of Industry and Supply be pleased to state what measures Government have taken to relieve the acuteness of the steel shortage situation in India?

(b) What measures have the Government of India taken to enforce steel conserving methods calculated to prevent misuse and waste?

(c) Has the attention of Government been drawn to the report of the Committee of Experts appointed by the British Parliamentary and Scientific Committee to go into the question of conserving steel resources in the United Kingdom and if so, have they considered the recommendations contained in that report aimed at utilising the available quantity of steel in the most economical way?

(d) Do Government propose to consider taking similar or other steps to secure the same end in this country?

(e) Has the attention of Government been drawn to the reports of a process stated to have been evolved by a German engineer in India which is credited with resulting in 50 per cent. saving in steel for structures and the total elimination of steel in reinforced concreting by the use of specially designed steelless concrete slabs?

(f) Do Government propose to examine the possibility of utilising this device to relieve steel shortage?

The Honourable Dr. Syama Prasad Mookerjee: (a) Government are trying to increase the indigenous production of steel and also to get as much steel as possible from imports.

(b) Government have taken the following steps:

(i) Use of steel for any purpose other than that for which it is released has been made an offence under the Iron and Steel (Control of Production and Distribution) Order.

(ii) Steel is released only for essential uses and after careful scrutiny of the demands.

(iii) The field officers of the Directorate General of Industries and Supplies make periodical inspections of steel Processing factories to check that steel is not being misused.

(c) Government have not received a copy of the Report, but have asked for it.

(d) Government will, after examination of the suggestions made in the Report, adopt such of them as are found to be practicable.

(e) and (f). Government are aware of the process evolved for producing light weight steel structurals and are examining their suitability.

CONTRACTS FOR RAILWAY BOOKSTALLS

*837. **Giani Gurmukh Singh Musafir:** (a) Will the Honourable Minister of Railways be pleased to state the name or names of the firms or Companies who are working as contractors for the bookstalls on the station premises of the following Railways:

East Indian Railway, Bombay Baroda and Central India Railway, Great Indian Peninsula Railway, Bengal Nagpur Railway, Oudh-Tirhut Railway, Bengal and Assam Railway, M. S. M. Railway and South Indian Railway?

(b) On which of the State Railways are Messrs. A. H. Wheeler and Company of Allahabad working as bookstall contractors?

(c) What licence fee are this company paying as bookstall contractors on different Railways?

(d) Is it a fact that Messrs. A. H. Wheeler and Company are paying as royalty 3¼ per cent. on the sale proceeds in the stalls?

(e) Is it a fact that recently a new policy has been adopted by the Railway authorities not to invite tenders for Railway bookstalls but to renew the contracts to Messrs. A. H. Wheeler and Company?

(f) If the answer to part (e) above be in the affirmative; what are the reasons for it?

The Honourable Shri K. Santhanam: (a) to (f). A statement is laid on the table.

STATEMENT

(a) The names of the bookstall contractors on the different railways as asked for by the honourable member are given below :

E. I. B. B. & C. I. G. I. P. B. N. O. T. Assam	Messrs. A. H. Wheeler and Company.
M. & S. M.	Messrs Kulkarni Bros Messrs. Higginbothams.
S. I.	Messrs. Higginbothams. Messrs. Swadesamitram. Messrs. Matrubhumi Printing and Publishing Co., and Messrs. Mangalavilasam.

(b) Assam, B., B. & C. I., B. N., E. I., G. I.P. and O. T. Railways.

(c) and (d). The licence fee is in the form of a royalty not exceeding 3½ per cent. of gross turnover of each bookstall.

(e) The policy as recommended by the Central Advisory Council for Railways and accepted by the Railway Board is not to invite tenders but to license bookstalls to experienced contractors preference being given to those who have rendered satisfactory service in the past, the licensing fee being fixed on the experience of the past five years. The contracts of Messrs. Wheeler and Company on certain railways have been renewed in pursuance of this policy.

(f) As the sale of newspapers, books, periodicals, etc., is in the nature of a necessary amenity to the travelling public, it is considered that in giving contracts, service should be the main consideration.

BHUBANESHWAR AS HALTING STATION FOR CALCUTTA—MADRAS AIR MAIL SERVICE

*638. **Shri Lakshminarayan Sahu:** (a) Will the Honourable Minister of Communications be pleased to state whether it is under the contemplation of the Government of India to make the airport of Bhubaneshwar (Orissa) a halting station for the air mail planes now operating daily between Calcutta and Madras?

(b) If not, what are the reasons for it?

The Honourable Mr. Rafi Ahmad Kidwai: (a) and (b). Bhubaneshwar is already a scheduled halt on the Calcutta-Madras Bangalore service. If the honourable member is referring to the night air mail service which recently commenced operation, I might explain that the service from Calcutta does not operate direct to Madras, but operates to Nagpur where the mails intended for Madras are loaded in the aircraft going to Madras. The conveyance of air mails by night between the cities of Bombay, Delhi, Calcutta and Madras *via* Nagpur works as one scheme and it is not possible to introduce Bhubaneshwar or any other place into it.

NEW RAILWAY LINES FOR ORISSA AND ORISSA STATES

*639. **Shri Lakshminarayan Sahu:** (a) Will the Honourable Minister of Railways be pleased to state how many new railway lines have been constructed in Orissa and Orissa States during the year 1948?

(b) How many will be taken up this year?

The Honourable Shri N. Gopalaswami Ayyangar: (a) The honourable member's attention is invited to the reply given by me on 2nd February, 1949 to part (a) of starred question No. 46.

(b) No provision has been made in the Budget for 1949-50 for construction of any new railway lines in Orissa or Orissa States.

NEW POST OFFICES, TELEGRAPH OFFICES AND TELEPHONE EXCHANGES IN ORISSA AND ORISSA STATES

*640. **Shri Lakshminarayan Sahu:** (a) Will the Honourable Minister of Communications be pleased to state how many new post offices have been opened in Orissa and Orissa States during the year 1948?

(b) How many telephone exchanges and how many telegraph offices have been opened in Orissa and Orissa States during the year 1948?

The Honourable Mr. Rafi Ahmad Kidwai: (a) 109.

(b) One Telegraph Office at Asokapatnam was opened but no Telephone Exchange.

IMPORT AND SALE OF FOREIGN CLOTH

*641. **Shri Damodar Swarup Seth:** Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the quantity of cloth imported into India from each of the countries abroad during the period from 1st January, 1948 to 30th June, 1948, 1st July, 1948 to 31st December, 1948, and 1st January, 1949 to 15th February, 1949 and the cost thereof;

(b) whether Government are aware that foreign cloth has replaced Indian cloth practically in all varieties in the retail shops;

(c) whether no prices per yard for sale are sealed by Government on foreign cloth; and

(d) whether Government propose to mark the ceiling prices of foreign cloth before it is allowed to be marketed and if not, why not?

The Honourable Dr. Syama Prasad Mookerjee: (a) The desired information is being collected and will be placed on the table of the House in due course.

(b) No, Sir.

(c) Foreign cloth is not controlled and prices are not stamped on such cloth.

(d) The quantity of foreign cloth imported into this country is less than one per cent. of Indian production and is generally specialised production. In view of this, it is not considered necessary to price mark it.

FIXATION OF PRICES OF CLOTH

*642. **Shri Damodar Swarup Seth:** Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the criteria prescribed for fixing the prices per yard of cloth; and

(b) whether Government are aware that the prices now being marked after the introduction of the rationing of cloth are in many cases 20 to 30 per cent. more than those at which the corresponding varieties were available in the market before rationing was introduced.

The Honourable Dr. Syama Prasad Mookerjee: (a) The question of fair prices for Cotton Textiles has recently been considered by the Tariff Board and the controlled prices which are in force with effect from 1st January, 1949 are based on the formulæ recommended by that Board. These prices have been calculated on (i) average return per lb. of yarn at 4 pies per spindle shift and (ii) return at Rs. 1/4/- per loom shift of yarn woven.

(b) No. The present controlled prices are much lower than the prices which prevailed during the period of decontrol.

BLACK MARKETING IN KEROSENE OIL

*643. **Shri Damodar Swarup Seth:** Will the Honourable Minister of Industry and Supply be pleased to state:

(a) whether Government are aware that whereas kerosene oil is not available on ration cards for weeks together, it can at all times be procured from 10 annas to 14 annas per bottle; and

(b) whether Government propose to freeze forthwith all stocks of kerosene oil and take up its entire distribution from the existing agents to put a stop to its black marketing and if not, why not?

The Honourable Dr. Syama Prasad Mookerjee: The question should have been addressed to the Honourable Minister of Works, Mines and Power. It has accordingly been transferred to the list of questions for 1st March, 1949 when the Honourable Minister of Works, Mines and Power will answer it.

FIXATION OF PRICES OF IMPORTED BICYCLES

*644. **Shri Damodar Swarup Seth:** Will the Honourable Minister of Industry and Supply be pleased to state:

(a) the average ceiling price per cycle of different makes in November, 1948, December, 1948 and January, 1949;

(b) the reasons for the increase in prices, if any, of imported cycles; and

(c) whether Government propose to mark the ceiling prices of all imported bicycles and if not, why not?

The Honourable Dr. Syama Prasad Mookerjee: (a) There is no control over selling prices but they ranged from Rs. 185 to Rs. 325 for foreign cycles and Rs. 127 to Rs. 130 for Indian makes.

(b) There has been no increase. On the other hand there has been a slight decrease from the prices prevailing in November, 1948.

(c) No, Sir. Since cycles have been placed under Open General Licence from soft currency areas, it is expected that the prices will still go down appreciably and soon find their level.

PRICES OF COAL IN DIFFERENT COLLIERIES

*645. **Shri R. L. Malviya:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether Government are aware that the quality of coal raised in Korea Collieries is superior to that raised in the Central Provinces and better in some respects than Bengal and Bihar Coal and used to fetch a higher price than that of the selected 'A' grade Coal of Bengal and Bihar?

(b) Do Government propose to lay a statement on the table of the House showing the comparative pre-award and post-award prices of coal in Korea, Bengal, Bihar and Central Provinces?

The Honourable Dr. Syama Prasad Mookerjee: (a) The Korea coals do not come up to the standards of selected grades from Bengal-Bihar fields but along with C.P. coals are known to approximate to grade II of Jharia coals.

The prices of Korea coals as fixed by the Korea Durbar in 1945 were higher than the price of selected grade 'A' coal from Bengal/Bihar coal fields as fixed by Government of India.

(b) A statement is laid on the table.

STATEMENT

Pre-award and post award prices of coal in Korea, C. P., Berar and Orissa and Bengal/Bihar

PRICES BEFORE THE AWARD

	Korea	C. P., Berar and Orissa	Bengal/Bihar
Steam coal, Rubble and Smithy nuts	Rs. 14/1/-	*Rs. 12/1/- to Rs. 14/1/-	†Rs. 10/5/- to Rs. 13/5/-
Run of Mine, dust coal and slack	Rs. 13/1/-	*Rs. 10/1/- to Rs. 13/1/-	†Rs. 9/5/- to Rs. 12/5/-

PRESENT PRICES

	Korea	C. P., Berar and Orissa	Bengal/Bihar
Steam coal, Rubble and Smithy nuts	Rs. 15/3/-	*Rs. 15/6/- to Rs. 17/8/-	†Rs. 13/13/- to Rs. 16/13/-
Run of Mine, dust coal and slack	Rs. 14/3/-	*Rs. 14/6/- to Rs. 16/8/-	†Rs. 12/13/- to Rs. 15/13/-

NOTE.—Copies of relevant price notifications are attached.

Explanation.—

*There are different prices for different groups of collieries in C. P., Berar and Orissa.

†The prices in case of Bengal and Bihar differ by grades.

NOTIFICATION

Dated the 31st March, 1946

In exercise of the powers conferred by sub-clause 1 of clause 4 of the Korea State Colliery Control Order, 1944 and in supersession of the notification dated the 31st January, 1945 published in the State Gazette Extraordinary of the same date, the Korea Durbar are pleased to fix as follows the prices at which coal may be sold by colliery owners:—

Run of mine, Dust Coal and Slack—per ton	Steam Coal, Rubble and Smithy nuts—per ton.
Rs. 13-1-0	Rs. 14-1-0

Note.—The prices given above are delivery free of rail at or at the loading point nearest to the colliery, or free of tramway at the colliery or free of road vehicles at the colliery.

2. The Prices do not apply to retail sales of less than one ton on any one day for delivery by road.

Explanation.—The prices given above are—

(a) per ton of 2,240 lbs.;

(b) exclusive of stowing Excise Duty, soft coke cess excise duty and any other additional excise duty, cess or import which the Korea Durbar may hereafter declare to be payable by consumers of coal but are inclusive of all other cesses or imports; and

(c) exclusive of middleman's commission.

(2) Where delivery is free on rail, the weight charged for shall be the weight ascertained at a railway weigh bridge and when delivery is free on tramway or road vehicle the weight shall be ascertained in such manner as may be prescribed in British India.

By order,

SOHAN LAL SRIVASTAVA,

Dewan, Korea State.

No. 4CD (1)/46

GOVERNMENT OF INDIA

DEPARTMENT OF INDUSTRIES AND SUPPLIES

New Delhi, the 9th January 1946.

NOTIFICATION

No. 1). In exercise of the powers conferred by Clause 4 of the Colliery Control Order, 1945, and in supersession of the notification of the Government of India in the Department of Supply, No. 953, dated the fifth July 1944, as subsequently amended, the Central Government is pleased to fix as follows the prices at which coal may be sold by colliery owners :—

I. Collieries in Bengal and Bihar.

(a) Coal—

Grade of coal	Price	
	Run-of-mine, Dust Coal and Slack	Steam Coal, Rubble and Smithy Nute
	Rs. A. P.	Rs. A. P.
Selected Grade A	12 5 0	13 5 0
Selected Grade B	11 5 0	12 5 0
Grade I	10 7 0	11 7 0
Grade II	10 1 0	11 1 0
Grade III-A	9 11 0	10 11 0
Grade III-B	9 5 0	10 5 0

NOTE 1.—For the purposes of the above table the grade of any coal will be determined as follows :—

Coal from Seams of the Raniganj Series.

If the ash and moisture content thereof—

(i) does not exceed 17·5 per cent . . . . . Selected Grade A.
(ii) exceeds 17·5 per cent; but does not exceed 19 per cent. . . Selected Grade B.
(iii) exceeds 19 per cent; but does not exceed 24 per cent. . Grade I.

Coal from any other Seams.

If the ash content thereof—

(i) does not exceed 15 per cent. . . . . Selected Grade A.
(ii) exceeds 15 per cent but does not exceed 17 per cent. . Selected Grade B.
(iii) exceeds 17 per cent; but does not exceed 20 per cent . Grade I.
(iv) exceeds 20 per cent; but does not exceed 24 per cent . Grade II.
(v) exceeds 24 per cent; but does not exceed 28 per cent . . Grade III-A.
(vi) exceeds 28 per cent; but does not exceed 35 per cent . . Grade III-B.

Mineral having ash content in excess of 35 per cent shall not be vendible as coal.

NOTE 2.—The price at which all coal produced in the Bigrakote Colliery may be sold shall be Rs. 30 per ton f. o. r. Bigrakote.

(b) Coke—

Grade of Coke		Price
		Rs. A. P.
Soft Coke—not exceeding 45 per cent ash content		
Hard Coke—from Bye-product, Beehive and country ovens, and from Kulti Coke Ovens of Messrs. Indian Iron and Steel Company Ltd.	Large Rubble or Smithy over ½"	17 0 0
(i) if the ash content exceeds 24 per cent but does not exceed 30 per cent		24 0 0
(ii) If the ash content does not exceed 24 per cent		30 0 0
Coke Breeze	Under ½"	4 0 0

NOTE (i).—The prices given under (a) and (b) are for delivery free on rail at, or at the loading point nearest to the colliery, or free on tramway at the colliery, or free on road vehicle at the colliery.

(ii) The prices do not apply to retail sales of less than one ton on any one day for delivery by road.

II. Collieries in Baluchistan.

Area in which colliery situated	Lease holder of colliery	No. of Lease	Price for Slack coal			Price for Large coal			Station at which prices apply
1	2	3	4			5			6
			Rs.	A.	P.	Rs.	A.	P.	
Quetta	R. S. Tikamdas	58	29	12	0	..			Quetta.
Do.	Do.	59	29	12	0	..			Ditto.
Do.	Do.	126	29	12	0	..			Ditto.
Do.	Mr. Sorabji	128	29	12	0	..			Ditto.
Do.	Mr. Wilayat Hussain	73	29	12	0	..			Ditto.
Do.	Do.	77	29	12	0	..			Ditto.
Do.	Do.	92	29	12	0	..			Ditto.
Do.	Do.	98	29	12	0	..			Ditto.
Mach	All lessee	..	24	8	0	26	8	0	Mach.
Sharigh	R. S. Tikamdas	61	18	4	0	20	4	0	Sharigh
Do.	Do.	56	19	4	0	21	4	0	Ditto.
Do.	Do.	103	24	4	0	26	4	0	Ditto.
Do.	Do.	154	18	12	0	20	12	0	Ditto.
Do.	Mr. Nanak Chand Chooni	116	20	4	0	22	4	0	Ditto.
Do.	Do.	145	17	12	0	19	12	0	Ditto.
Do.	Mr. Wilayat Hussain	150	20	4	0	22	4	0	Ditto.
Do.	Do.	152	19	12	0	21	12	0	Ditto.
Do.	Mineh Colliery	76	20	4	0	22	4	0	Ditto.
Do.	Mr. F. B. Patel	94	22	4	0	24	4	0	Ditto.
Do.	Mr. Peind Khan	137	23	4	0	25	4	0	Ditto.
Do.	Mr. K. A. Marker	138	24	4	0	26	4	0	Ditto.
Khost	Associated Cement Co.	104	18	12	0	20	12	0	Khost.
Do.	Do.	105	19	4	0	21	4	0	Ditto.
Do.	Do.	153	20	12	0	22	12	0	Ditto.
Do.	Mr. Ram Narain Satyapal	162	20	12	0	22	12	0	Ditto.
Zardalu	R. S. Tikamdas	133	18	12	0	20	12	0	Zardalu.
Do.	Mr. K. A. Marker	134	17	12	0	19	12	0	Ditto.
Do.	Mr. Jalad Khan	135	19	4	0	21	4	0	Ditto.
Spezand	All lessee	..	26	4	0	28	4	0	Spezand.
Harnai	Do.	..	23	8	0	26	8	0	Harnai.
Sharigh	R. S. Tikamdas	160	27	4	0	29	4	0	Sharigh.
Sor Range	All lessee	..	29	12	0	..			Quetta Cantt.
Do.	R. S. Tikamdas	18	29	12	0	..			Spezand.
Nakus	Administration	156	24	4	0	26	4	0	Nakus.

Coal Briquettes—from the Briquetting Plant at Rs. 55 per ton F. O. R. Briquetting Plant Siding Quetta.

NOTE.—The prices given above are for delivery at the stations named.

III. Collieries in the Punjab.

Grade of Coal	Price Rs.	A.	P.
Slack	20	0	0
Run-of-mine	20	0	0
Large coal	22	0	0

NOTE.—The prices given above are pithead prices and do not include transport and handling charges, except in the case of Makerwal Coy's.

IV. Collieries in the Central Provinces and Berar and in Orissa.

Name of colliery and name of proprietor	Price	
	Run-of-mine, dust coal and sluck	Steam coal, rubble and smithy nute
1	2	3
	Rs. A. P.	Rs. A. P.
1. Kolhia Hirdagarh Co. Ltd., Kolhia Colliery		
2. Messrs. Budhoolal Jagannath, Proprietors, South Patara Coilery.		
3. The C. P. Syndicate Ltd., Receivers Junnordeo No. 2 Colliery.		
4. R. S. Mathuraprasad Motilal & Co., Proprietors, Jamai-Datia Colliery.		
5. H. N. Ojha & Co., Ltd., Proprietors Ambara and Palachauri Collieries.		
6. M/s. R. S. P. S. Sial & Sons, Proprietors, Sial Ghogri Colliery.		
7. M/s. Seth Mierilal Megraj & Bros., Proprietors Ambara Colliery.		
8. Waljl Bhimji & Sons, Proprietors, Ghogri-Barkuhi Colliery.		
9. Kishenchand & Co., Dhao Colliery		
10. K. S. M. Hassanji & Sons, Proprietors, East Barkuhi Colliery.	12 1 0	13 1 0
11. Amritlal P. Trivedi, Proprietor, West Barkuhi Colliery		
12. M/s. Kamachand Thaper & Bros., Ltd., Proprietors, Rawanwara Khas Colliery.		
13. Nand Lal, Esq., Narsinghpur Road, Chhindwara, Proprietor, Harangiatta Colliery.		
14. M/s. Newton Chickli Collieries Ltd., Proprietors, Newton Chickli Colliery.		
15. Shree Mahakali Coal Mines Ltd., Proprietors, Amritlal Ojha & Co., Ltd.		
16. Hindustan Lalpeth Colliery, Proprietors, Diwan Bahadur Seth Ballabhdass Mannoolal Kanhaiyalal Zamindar & Rais, Jubbulpore.		
17. Majri Colliery, Proprietors, Rai Sahib Peshora Singh Sial & Sons.		
18. M/s. Shivvar C. Cambata & Co., Ltd., Proprietors, Rakhi-kel, Collieries.		
19. The C.P. Syndicate Ltd., Proprietors, Kalichhaper Collieries		
20. The C. P. Syndicate Ltd., Damua Collieries		
21. M/s. Budheelal Jagannath, Proprietors, East Nandora Collieries.	13 1 0	14 1 0
22. I. T. Warde, Esq., Proprietors, Ghorawari-Kalan Collieries		
23. M/s. The Hirdagarh Collieries, Ltd., Hirdagarh Colliery		
24. Any other colliery	10 1 0	11 1 0

NOTE.—(i) The prices given above are for delivery free on rail at, or at the loading point nearest to the colliery, or free on road vehicle at the colliery and are inclusive of all tramway charges.

(ii) The prices do not apply to retail sales of less than one ton on any one day for delivery by road.

V. Collieries in Assam.

Name of colliery	Grade of coal or coke	Price
		Rs. A. P.
The Assam Railways and Trading Co. Ltd.'s Margherita Collieries.	Run-of-mine	20 0 0
	Dust Coal	20 0 0
	Hand picked coal	30 0 0
	Hard coke	75 0 0

Name of Colliery	Oracle of Coal or Coke	Price
Nazira Coal Co. Ltd's Borgen Colliery	Run-of-mine	30 0 0
Dilli Colliery Company's Dilli Colliery	Run-of-mine	35 0 0
Cherra-Chattaok Ropeway Co.'s Cherapunji Colliery	Run-of-mine	22 0 0
Messrs. A. K. Bhattacharjya & Md. Haniff Ltd.'s Dogring Colliery (Garo Hills).	Run-of-mine	21 0 0
Messrs. Assam Bengal Cement Coy.'s Bershora Colliery	Run-of-mine	25 0 0

NOTE.—The prices given above are for delivery free on rail at the colliery, except that the price in the case of the Dilli Colliery Company's coal is free on road vehicles at the colliery and the price in the case of the Cherra-Chattak Ropeway Company's coal is free on ropeway at the colliery. The price in case of Dogring Colliery (Garo Hills) is for delivery ex-stocks at Raogrisah Ghat. The price in case of Bershora colliery is ex-Borshora Ghat.

Explanations. (i) The prices given in the above tables are—

(a) per ton of 2,240 lbs.;

(b) exclusive of Stowing Excise duty, Rescue Station Excise duty, Soft Coke Cess Excise duty, and any other additional Excise duty, cess or impost which the Central Government may hereafter declare to be payable by consumers of coal, but are inclusive of all other cesses or imports; and

(c) exclusive of middleman's commission.

(ii) When delivery is free on rail, the weight charged for shall be the weight ascertained at a railway weighbridge, and when delivery is free on tramway or road vehicle the weight shall be ascertained in such manner as may be prescribed by the Coal Commissioner.

C. L. COATES,
Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA

DEPARTMENT OF INDUSTRIES AND SUPPLIES

No. 4-CD (8)/46

New Delhi the 6th July 1946

NOTIFICATION

No. 887.—In exercise of the powers conferred by clause 4 of the Colliery Control Order, 1945, the Central Government is pleased to direct that the following further amendment shall be made in the Notification of the Government of India in the Department of Industries and Supplies, No. 19, dated the 9th January 1946, namely :—

In the said notification, in the table in item IV, collieries in the Central Provinces and Berar and in Orissa, entry 24 shall be renumbered as entry 27 and before the entry as so renumbered the following entries shall be inserted, namely :—

	Rs. A. P.	Rs. A. P.
"24. Ballarpur Colliery, Proprietors Messrs. Ballarpur Collieries Co.	11 11 0	12 11 0
25. Rajur Colliery, Proprietors Messrs. Ballarpur Collieries Co.		
26. Ghugus Colliery, Proprietors Messrs. Ballarpur Collieries Co.		

W. G. LAMARQUE,
Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA

DEPARTMENT OF INDUSTRIES AND SUPPLIES

No. 4-CI(2)/47

New Delhi, the 2nd July, 1947

NOTIFICATION

No. 547.—In exercise of the powers conferred by clause 4 of the Colliery Control Order, 1945, as continued in force by section 17 of the Essential Supplies (Temporary Powers) Act,

1946 (XXIV of 1946), the Central Government is pleased to direct that the following further amendments shall be made in the notification of the Government of India in the Department of Industries and Supplies, No. 19, dated the 9th January, 1946, namely :—

In the said notification, in the table set forth in item IV "Collieries in the Central Provinces and Berar and in Orissa"

(1) For entry 24, the following entry shall be substituted, namely :—

	Rs. As. P.	Rs. As. P.
"24. Any other colliery	11 11 0	12 11 0

(2) Entries 25, 26 and 27 shall be omitted.

P. R. NAYAK,
Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA
DEPARTMENT OF INDUSTRIES AND SUPPLIES (INDIA)
No. 4-CI(2)/47
New Delhi, the 14th August, 1947
NOTIFICATION

No. 611.—In exercise of the powers conferred by clause 4 of the Colliery Control Order, 1945, as continued in force by section 17 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government is pleased to direct that the following further amendments shall be made in the notification of the Government of India in the Department of Industries and Supplies, No. 19, dated the 9th January, 1946, namely :—

In the said notification, in the table set forth under item 'IV' Collieries in the Central Provinces and Berar and in Orissa"

For entry 24, the following shall be substituted :—

	Rs. As. P.	Rs. As. P.
"24. Any other colliery in the Central Provinces and Berar	11 11 0	12 11 0
25. Any colliery in Orissa	10 1 0	11 1 0

P. R. NAYAK,
Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA
DEPARTMENT OF INDUSTRIES AND SUPPLIES

New Delhi, the 9th July 1947.

NOTIFICATION

No. 553.—In exercise of the powers conferred by clause 4 of the Colliery Control Order, 1945, as continued in force by Section 17 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government is pleased to direct that the following further amendments shall be made in the notification of the Government of India in the Department of Industries and Supplies, No. 19, dated the 9th January 1946, namely :—

In the said notification, the table set forth under item "I. Collieries in Bengal and Bihar (a) Coal" shall be deleted and the following table substituted in its place, namely :—

1	2	
	Prices	
Grade of Coal	Run-of-mine, Dust Coal and Slack	Rubble and Smithy Nuts
	Rs. A. P.	Rs. A. P.
Selected Grade A	15 13 0	16 13 0
Selected Grade B	14 13 0	15 13 0
Grade I	13 15 0	14 15 0
Grade II	13 9 0	14 9 0
Grade IIIA	13 3 0	14 3 0
Grade IIIB	12 13 0	13 13 0

P. R. NAYAK,
Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA

MINISTRY OF INDUSTRY AND SUPPLY

NOTIFICATION

New Delhi, the 10th October, 1947

No. 669.— In exercise of the powers conferred by clause 4 of the Colliery Control Order, 1945, as continued in force by section 17 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government is pleased to direct that the following further amendment shall be made in the notification of the Government of India in the Department of Industries and Supplies, No. 19, dated the 9th January, 1946, namely :—

In the said notification, in the table set forth in item IV "Collieries in the Central Provinces and Berar and in Orissa" shall be deleted and the following table substituted in its place, namely :—

Name of colliery and name of proprietor	Price	
	Run-of-mine, Dust Coal and Slack	Steam coal, Rubble and Smithy Nute
1	2	3
	Rs. A. P.	Rs. A. P.
1. Kolhia Hirdagarh Co. Ltd., Kolhia Colliery ...		
2. Messrs. Budhoolal Jagannath, Proprietors, South Panara Colliery.		
3. Messrs Dalmia Jain & Co. Ltd., Proprietors, Jonnardeo Collieries.		
4. R. S. Mathuraprasad Motilal & Co., Proprietors, Jamai-Datla Colliery		
5. N. H. Ojha & Co. Ltd., Proprietors, Ambara & Palachauri Collieries.		
6. Messrs R. S. P. S. Sial & Sons, Proprietors, Sial Ghogri Colliery.		
7 Rai Sahib P. S. Sial & Sons, Proprietors, Ambara Colliery.		
8. N. H. Ojha & Co. Ltd., Proprietors, Ghogri-Barkuhi Colliery.		
9. Kishenchand & Co., Dhao Colliery		
10. K. S. M. Hassonji & Sons, Proprietors, East Barkubi Colliery.		
11. Amritlal P. Trivedi, Proprietor, West Barkubi Colliery.	15 1 0	16 1 0
12. Messrs. Karamchand Thapar & Bros. Ltd., Proprietors, Rawanwara Khas Colliery.		
13. Nandlal, Esq., Narsinghpur Road, Chhindwara, Proprietor, Harambhatta Colliery.		
14. Messrs Newton Chickli Collieries Ltd., Proprietors, Newton Chickli Colliery.		
15. Shree Mahakali Coal Mines Ltd., Proprietors, Amritlal Ojha & Co., Ltd.		
16. Hindustan Lalpeth Colliery. Proprietors, Diwan Bahadur Seth Baliabhdas Manoolal Kanhaiyalal, Zamindar and Rais, Jubbulpore		
17. Majri Colliery, Proprietors, Rai Sahib Peshora Singh Sial & Sons.		
18. Ballarpur Colliery. Proprietors, Messrs. Ballarpur Collieries Co.		
19. Rajur Colliery. Proprietors, Messrs. Ballarpur Collieries Co.		
20. Ghuchus Colliery. Proprietors, Messrs. Ballarpur Collieries Co.		
21. Messrs. Shaviax C. Cambata & Co. Ltd., Proprietors Rakhikol Collieries.		
22. The C. P. Syndicate Ltd., Proprietors Kalichhapar Collieries.		
23. The C. P. Syndicate Ltd., Damna Collieries		
24. Messrs. Budhoolal Jagannath, Proprietors, East Nandore Collieries.	16 8 0	17 8 0
25. I. T. Warde, Esq., Proprietor, Ghorawari-Kalan Collieries.		

26. Messrs. The Hirdagarh Collieries Ltd., Hirdagarh Colliery.	16 8 0	17 8 0
27. Any other colliery in the Central Provinces and Berar.	14 6 0	15 8 0
28. Any colliery in Orissa	13 1 0	14 1 0

P. R. NAYAK,
Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA

MINISTRY OF INDUSTRY AND SUPPLY

NOTIFICATION

New Delhi, the 22nd April, 1948

No. 112.—In exercise of the powers conferred by clause 4 of the Colliery Control Order, 1945as continued in force by section 17 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government is pleased to direct that the following further amendment shall be made in the notification of the Government of India in the Department of Industries and Supplies, No. 19, dated the 9th January, 1946, namely :—

In the said notification, in the table set forth under item IV—"Collieries in the Central Provinces and Berar and in Orissa" for the existing entry against 28, the following entry shall be substituted :—

	Rs. A. P.	Rs. A. P.
"28. Any Colliery in Orissa	14 6 0	15 6 0"

P. R. NAYAK,
Deputy Secretary to the Government of India.

GOVERNMENT OF INDIA

MINISTRY OF INDUSTRY AND SUPPLY

NOTIFICATION

New Delhi, the 31st January, 1948

No. 30.—In exercise of the powers conferred by Section 4 of the Extra Provincial Jurisdiction Act, 1947 (XLVII of 1947) read with sub-clause (1) of clause 4 of the Korea State Colliery Control Order, 1944 and in supersession of the Korea State's notification dated the 15th November, 1947 the Central Government is pleased to fix as follows the prices per ton at which coal may be sold by colliery owners in Korea:—

	Rs. A. P.
Run of Mine, Dust Coal and Slack	... 14 3 0
Steam coal, Rubble and Smithy Nuts	... 15 3 0

Note.—I. The above prices are for delivery free on rail at, or at the loading point nearest to the colliery, or free on road vehicles at the colliery.

II. The prices do not apply to retail sales of less than one ton on any one day for delivery by road.

Explanations—

I. The above prices are :—

(a) per ton of 2,240 lbs;

(b) exclusive of stowing-Excise duty, soft coke cess duty and any other Additional Excise Duty, Cess or Impost which may hereafter be declared to be payable by consumers of coal but are inclusive of all other cesses or imposts; and

(c) exclusive of Middleman's Commission.

II. When delivery is free on rail, the weight charged for shall be the weight ascertained at a railway weigh-bridge, and when delivery is free on tramway or road vehicle the weight shall be ascertained in such manner as may be prescribed by the Coal Commissioner.

P. R. NAYAK,
Deputy Secretary to the Government of India.

FIXATION OF PRICE OF KOREA COAL

*646. **Shri R. L. Malviya:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether it is a fact that the Government of Korea State had increased the wages of employees in their coal mines and the selling price of coal by Rs. 3/5/- per ton?

(b) Are Government aware that this selling price of coal was increased by the State by Rs. 3/5/- per ton after consultation with the representatives of the colliery owners and one of the members of the Central Provinces Fact Finding Committee?

(c) Is it in fact that the Government of India confirmed the selling price of coal thus increased by the Korea State but after the merger of Korea State with the Central Provinces on the 18th January, 1948 the Government of India reduced this increased selling price of coal by Rs. 2/3/- per ton?

(d) If so, why were the prices so reduced?

(e) Do Government propose to re-examine the question?

The Honourable Dr. Syama Prasad Mookerjee: (a) In 1947 Korea State notified increased wages and other concessions for their colliery labour having regard to increased wages and other concessions allowed at that time by Government of India to colliery workers in Bengal, Bihar, C.P. and Berar and other coalfields. That State also simultaneously notified an increase in price of Korea coals by Rs. 3/5/- per ton.

(b) No, Sir.

(c) The increased prices notified by Korea were allowed by Government of India to remain in force till a revision could be effected after an investigation into the production cost of Korea coal was completed by their Cost Accounts Officer.

(d) On an examination the prices as revised by Korea State in November 1947 proved inordinately high. It was, therefore, found necessary to reduce the prices on the accepted basis of actual cost of production per ton plus a reasonable element for profit as was done in the case of other coal fields in India.

(e) Yes, if factual evidence is furnished by collieries to justify a revision.

RECOMMENDATIONS OF PORTS TECHNICAL COMMITTEE

*647. **Shri Biswanath Das:** Will the Honourable Minister of Transport be pleased to state:

(a) whether the relative economies of transport by sea and by rail was investigated as recommended by the Ports (Technical) Committee;

(b) if so, whether Government propose to place their findings on the table of the House;

(c) what are the schemes of improvement of minor ports of Orissa framed by the Provincial Government and what are the criticisms of the Ports Technical Committee on such schemes as per Recommendation number 13 at page 40 of their Report of 1946;

(d) the extent to which the schemes referred to in part (d) above have been put into operation; and

(e) the action taken by Government on para. 64, pages, 29 and 30, of the Report on the question of sand movement in the coast and also accumulation of silt brought down to the coast by big rivers like the Mahanady and Godawary?

The Honourable Shri N. Gopalaswami Ayyangar: (a) and (b). As a preliminary to the investigation of the relative economies of transport by sea and by rail, an examination is now in hand regarding the reasonableness of the freight charged on coastal shipping in respect of certain selected commodities.

(c) to (e). The improvement of minor ports is a matter for the Provincial Government and the Government of India have no information of the schemes framed by the Provincial Government. Para. 73 of the Ports (Technical) Committee Report mentioned a scheme of the Orissa Government for the improvement of the Port of Chandbali only near Cuttack. The Ports (Technical) Committee was of the view that the Port cannot be developed except at crippling expense in view of the littoral sand drift. At the instance of the Provincial Government however the Central Waterpower, Irrigation and Navigation Commission are now examining the practicability of developing a minor port on the Dhamra River in substitution for Chandbali.

MANUFACTURE OF RADIOS

*646. **Shri R. K. Sidhva:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether the Official Committee have recommended the manufacture of fifty thousand cheap and twenty thousand expensive radios?

(b) If so, what action do Government intend to take in this matter?

(c) What arrangements do Government intend to make to provide cheap radios for villages?

(d) Have Government got any scheme for popularising radio news and songs among village folks?

The Honourable Dr. Syama Prasad Mookerjee: (a) The Development Committee for Radio Transmitters and Receivers Industry constituted by this Ministry has made this recommendation.

(b) and (c). The matter is under consideration.

(d) Yes, Sir. This matter is being examined by the Information and Broadcasting Ministry.

ASSAM RAIL LINK IN JALPAIGURI DISTRICT

*649. **Shri Upendranath Barman:** Will the Honourable Minister of Railways be pleased to state whether the Assam Railway link will pass through a good part of the tea planted area in the District of Jalpaiguri?

The Honourable Shri N. Gopalaswami Ayyangar: Out of forty-five miles length of the Assam Rail Link Project lying in the District of Jalpaiguri, less than three miles will lie in the tea planted area.

DISPARITY IN PRICES OF GRAM IN ROHTAK AND DELHI

*650. **Ch. Ranbir Singh:**
Giani Gurmukh Singh Musafir:

(a) Will the Honourable Minister of Food be pleased to state whether Government are aware that gram is being sold in Rohtak Mandi at Re. 8/- a maund?

(b) Are Government also aware that in Delhi gram is being sold to the consumer at Rs. 14/- per maund?

(c) If the replies to parts (a) and (b) above be in the affirmative, what step do Government propose to take to do away with the disparity of the level of the prices of gram at various places?

The Honourable Shri Jairamdas Doulatram: (a) and (b). Yes, there is disparity in the prevailing market prices of gram in Rohtak and Delhi.

(c) Gram now forms part of cereal ration in Delhi and is issued at Rs. 10/8/- per maund retail. In non-rationed areas also supply of gram is being made through relief quota shops. It has been decided to ban free trading of all rationed grains including gram, as also its import into Delhi. These measures, it is hoped, will bring down the prices of grain in Delhi.

REDUCTION OF EXCISE DUTY ON POWER ALCOHOL

*651. **Seth Govind Das:** (a) Will the Honourable Minister of Industry and Supply be pleased to state whether it is a fact that the Government of India are considering a proposal for the reduction of excise duty on power alcohol or the grant of a subsidy to the industry?

(b) Is it a fact that Government are contemplating to enforce compulsory admixture of power alcohol in suitable areas in the country.

The Honourable Dr. Syama Prasad Mookerjee: (a) With a view to developing the power alcohol industry, Government are examining the necessity of granting relief, if any required to this industry. As a preliminary, they deputed a Cost Accounts Officer to investigate into the cost of production of power alcohol in U.P. distilleries. He has submitted a report which is under examination.

(b) Yes.

UNSTARRED QUESTION AND ANSWER

PAY SCALES OF EMPLOYEES OF SHAHDARA-SAHARANPUR LIGHT RAILWAY

36. Lala Achint Ram: Will the Honourable Minister of Railways be pleased to place on the table of the House a statement showing the current salary grades of different categories of employees in Traffic, Engineering, Loco, Medical and Carriage Departments of the Shahdara-Saharanpur Railway and the corresponding grades on State Railways?

The Honourable Shri K. Santhanam: The Railway Ministry have no information regarding the scales of pay of staff of the Saharanpur Shahdara Light Railway as that Railway is owned and managed by a Private Company.

SHORT NOTICE QUESTION AND ANSWER

REPORTED STATEMENT BY PRIME MINISTER ON 'WHITE AUSTRALIA' POLICY

Shri H. V. Kamath: Will the Honourable the Prime Minister be pleased to state:

(a) whether the attention of Government has been drawn to a Press Trust of India—Reuter report appearing in the *Hindustan Times*, dated the 10th February, 1949 (Page 1, Column 4), to the effect that "in the view of Dr. Evatt, External Affairs Minister of Australia, the Prime Minister of India supported the 'White Australia' policy"; and

(b) if so, how far is it correct?

The Honourable Shri Jawaharlal Nehru: (a) Yes.

(b) It is not quite clear what Dr. Evatt meant by the report attributed to him. Presumably this is based on some newspaper report which appeared in Australia. In the course of an interview with an Australian newspaper correspondent some time ago I stated that I could understand an emigration policy based on economic considerations with a view to maintain certain standards and ways of living but that I thought a racial policy was wrong and to be deprecated.

Shri H. V. Kamath: Was this matter of the "White Australia" policy discussed or raised at the Commonwealth Prime Ministers Conference held in October last and did India make a suggestion to the effect that Australia should abandon the policy before she agreed not to quit the Commonwealth?

The Honourable Shri Jawaharlal Nehru: No, Sir; the subject was not raised at all.

Shri H. V. Kamath: Have there been any diplomatic exchanges between India and Australia before or after Dr. Evatt's statement was made on this subject?

The Honourable Shri Jawaharlal Nehru: We enquired into this matter and we found that Dr. Evatt expressed to our representative that he regretted that he has not been quite understood.

Shri H. V. Kamath: How long, Sir, does India propose to remain in the Commonwealth along with member States like Australia and South Africa dominated by this neo-imperialist and megalomania and racist balderdash?

Mr. Deputy Speaker: That question does not arise.

Wednesday
23rd February, 1949

THE CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE) DEBATES

(PART II—PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS)

Official Report

Volume I, 1949

(1st February to 17th February, 1949)

Fourth Session

OF THE

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1949

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CONSTITUENT ASSEMBLY OF INDIA (LEGISLATIVE DEBATES

PART II—PROCEEDINGS OTHER THAN QUESTIONS AND ANSWERS

Wednesday, 3rd February, 1946

The Assembly met in the Assembly Chamber of the Council House at a Quarter to Eleven of the Clock, Mr. Deputy Speaker (Shri M. Ananthasayanam Ayyangar) in the Chair.

QUESTIONS AND ANSWERS

(See Part I)

11-50 A.M.

ESSENTIAL SUPPLIES (TEMPORARY POWERS) AMENDMENT BILL.

The Honourable Shri Jairamdas Doulatram (Minister of Food and Agriculture): Sir, I beg to move for leave to introduce a Bill further to amend the Essential Supplies (Temporary Powers) Act, 1946.

This Bill is intended to replace an ordinance which was issued to strengthen our arrangements for controlling food offences. Under the Ordinance courts are empowered to impose sentences of imprisonment for food offences. This Bill is intended to replace that Ordinance.

Mr. Deputy Speaker: The question is:

"That leave be granted to introduce a Bill further to amend the Essential Supplies (Temporary Powers) Act, 1946."

The motion was adopted.

The Honourable Shri Jairamdas Doulatram: Sir, I introduce the Bill.

RAILWAY BUDGET—LIST OF DEMANDS—*concld.*

SECOND STAGE—*concld.*

Mr. Deputy Speaker: We shall now proceed with the Demands for Grants. Mr. Shiva Rao.

Shri V. S. Sarwate (Madhya Bharat): Before the business for the day begins, may I request to be enlightened on one point? Yesterday, in the circulated agenda, the third item was regarding a cut motion and my name was there as a supporter. Anyhow, I do not know how it had been dropped and many other speakers got priority. May I know for future guidance, Sir, how I may be able to get priority?

Mr. Deputy Speaker: I am afraid the honourable member did not catch the eye of the Speaker.

Shri V. S. Sarwate: These members also did not rise in their seats; I noticed that.

Mr. Deputy Speaker: I did not see him stand up. When I wanted to call him, he went away. There was nothing intentional.

Mr. Frank Anthony (C.P. and Berar: General): Is it possible now, Sir, for any person who wants to catch the eye of the Speaker to do so by means of a list submitted in advance through the Whip?

Mr. Deputy Speaker: Not necessary. Any honourable member can stand and he will take his turn.

In pursuance of the desire of the honourable members expressed yesterday and day before, I propose to allot the last hour today, 4 P.M. to 5 P.M. for moving such cut motions by unattached members, whichever motion they may like to move. At 4-45 P.M., as usual, the honourable Minister will be given fifteen minutes to reply, and then at five of the Clock all the motions will be put to the House.

DEMAND No. 1—RAILWAY BOARD.

General administration with particular reference to Economy

Shri B. Shiva Rao (Madras: General): Sir, I move:

"That the demand under the head Railway Board' be reduced by Rs. 100".

The object of this motion is, as stated on this paper, to discuss general administration with particular reference to economy.

In moving this motion after a long general discussion of almost every aspect of the general administration of railways, it will be rather difficult to avoid covering the ground which has already been traversed in the first stage of budget debate. I shall, however do my best not to take the time of the House with points which have already been discussed.

At the very outset, I would like to explain what I mean by the term economy. As I understand it, it does not necessarily mean reduced expenditure. It means, from my point of view, remunerative expenditure and avoidance of extravagance and waste. In the main, I shall confine my observations to two points, which, so far as I am aware, were not raised in the general discussion of the budget. One relates to research both economic and scientific, and the other to publicity.

In reviewing the general administration of railways, one inevitably comes up against the recommendations of the Kunzru Committee. One feels a certain disadvantage in discussing anything on this subject without the full report being in our hands. It is only within the last few days that we have received a summary of these recommendations. Having read that summary, I feel the House would agree with me that the tribute paid by the honourable Minister for Railways in his opening speech to Pandit Kunzru and his colleagues was eminently well deserved, for the care and comprehensiveness with which they approached their task and formulated their recommendations. It does not mean that one agrees with every one of these recommendations. A little later, I shall indicate at least one important matter in which I think the honourable Minister for Railways should not accept the recommendations of the Committee.

There is one other general observation which I should like to make before proceeding further. The Minister for Railways in his budget speech referred to the Railways as the biggest national industry we have at the present moment. There was a reference yesterday by the honourable the Deputy Prime Minister in a speech in Madras in which he put nationalisation definitely into cold storage for the time being. Our railways will continue to be the biggest nationlised industry at the present moment, and I take the view that if the Ministry for Railways can improve the efficiency of the railway system as a whole, if it can produce a large body of contented labour as the honourable Mr. Santhanam

said was the objective of his Ministry, and make labour feel that it is a real partner with the Government in running this enormous undertaking, then, it seems to me, the success achieved would be worth much more than declarations made by members of the Cabinet, whether for or against nationalisation.

I want our railway system to be more than mere carriers of passengers and of goods. As I said in a recent debate on food about two or three weeks ago, I would like our railways to play a prominent part in fostering mass education of every type. I want our railways to be carriers of ideas and to form a link between research, whether economic, or scientific, or industrial, and the common man; it is from this point of view that I shall review the general administration of the railways.

First, Sir, I would like to say a word about research, both economic and scientific. There was not much in the speech of the honourable Minister for Railways dealing with these two important aspects of research, but I have no doubt that when the policy of the Railway Board has been formulated on the recommendations of the Kunzru Committee in this respect, we shall have more information given to the House. There are numerous recommendations in that report which obviously call for further investigation and research. Some of these problems will necessarily have to be dealt with departmentally, because investigation in regard to them will have to be undertaken by people with a good deal of technical knowledge and administrative experience on the railways. But I venture to suggest to the Minister for Railways that there are perhaps other problems which could be more usefully dealt with by universities, by research institutes and by organizations like the Indian Council of World Affairs, with financial encouragement from the Railway Budget.

While on this point of economic research, I would like to make one further point. When research is undertaken by a Government ministry, railways or any other, the results should be capable of immediate and practical application. I have with me an admirable example of how research should not be undertaken. There was this morning a question by Mr. Sidhva about *ghee*. Now, I have a report with me on the marketing of *ghee* and other milk products in India published by the Agricultural Marketing Department of the Ministry of Agriculture. It is an interesting document, written in the usual style of all secretariat documents. But when I read it, while I found it interesting, I also found that it would be of little practical use because, Sir, the statistics were compiled between the years 1940-43; the report was drafted in 1944; it was sent to the Government Press in January 1945; and it was issued, Sir, in January 1949. That I think is an interesting record and incidentally explains why reports of proceedings of this House take five and six months to be sent to members.

So far as economic research is concerned, I agree with the suggestion made by the Kunzru Committee that care should be taken to avoid duplication, whether it be of machinery or of functioning; and I say this because more than one Ministry has at the present moment its own Economic Adviser and a fairly large staff attached to him. It would be well before the Ministry of Railways undertakes any large economic research that a preliminary effort should be made to coordinate all such research.

I now pass on to the suggestion of research on the scientific side. There is one passage in the report of the Kunzru Committee with which I emphatically do not agree, and that relates to refrigeration. I looked up the original report and I do not find much to support the suggestion that the time has not arrived for an intensive research in regard to the numerous problems of refrigeration. It seems to me that the railways can do a great deal to open up an all-India market for fruit, vegetables, milk, fish, eggs and other perishable goods, only

[Shri B. Shiva Rao]

by having refrigerator goods trains going all over the country. I have seen myself how fruit and vegetables are transported from coast to coast in the United States, a distance of almost 3,000 miles, and the fruit and vegetables arrive at the destination in almost as good a condition as when they were transported.

12 Noon

So far as this is concerned, I would like to make a suggestion to the honourable Minister for Railways, and that is that he should try an experiment. Let one or two air-conditioned coaches be released for the purpose entirely as an experimental measure; and let fruit or vegetables be sent first in the ordinary way and then in these air-conditioned coaches, to note the difference and the amount of fruit which arrives at the destination in good condition. If he is satisfied that commercial possibilities exist for air-conditioned transport for these perishables, I think he would have done a great service to the producers of fruit and vegetables and dairy produce in this country. So much, Sir, for research.

I would like to say a word now about publicity. I do not know whether at the present moment the Railway Board runs any journals, not only for the benefit of the railway workers all over the country, but a journal which would collect information of interest and of importance to railway workers in the course of their duties. I would like to see a journal started as soon as possible which would collect together the results of research in different directions, so that railwaymen may improve their efficiency. I would like to see the formation of a Brains Trust in the different railways and at the centre in the Railway Board, so that railwaymen at all levels may be encouraged to make their own contributions for publication in these journals for the sake of higher efficiency in the railway system.

Yesterday my honourable friend Mr. Kamath made the interesting suggestion that there should be suitable recognition for railway workers who bring to the notice of the administration the largest number of cases of corruption. Sir, I would like to see that suggestion carried further. At the present moment there is competition between the different railways in the sphere of sport. There are, I believe, hockey and football tournaments between different railways. I would like also to see fostered a spirit of healthy competition between the different railway systems and a shield for instance presented to the railway which has to its credit the largest number of trains which run punctually to time, or an administration which has put into effective operation the largest number of devices to reduce the cost of working. Speaking of punctuality I would like to inform the House that I had a letter last week from Madras from a friend who has asked me to congratulate my friend Mr. Santhanam, because one day last week the Grand Trunk Express arrived half an hour before time. That I think is a far cry from the allegation made in *Shankar's Weekly* last year that a young man who wanted to commit suicide threw himself on the track of the Grand Trunk Express, but died of starvation!

Sir, I have in mind an intensive development of the programme of publicity, primarily for the purpose of encouraging tourist traffic. I have never been able to understand the past attitude of the Railway Board in this matter. When every country in the world, notably a country like Britain, does every thing possible to earn dollars by inviting tourist traffic, by placing their best ships at the disposal of American tourists who may go to South America during the winter, for instance: when these countries are doing every thing possible to earn dollars, the Railway Board in the past has adopted a surprisingly complacent attitude. I believe I am right in saying that at the present moment the Railway Ministry has under contemplation the setting up of a Tourist Traffic section. In England it is attached to the Board of Trade, but it is immaterial to which particular Ministry it is attached in this country so long as there is an active programme which is going to be taken up with vigour. I say this

because I am confident, that this country can earn a substantial amount of dollars by inviting American tourist traffic, which can only be between the months of October and April: but in order to attract such traffic steps will have to be taken almost at once. You will have to have photographs of places which tourists can see and pamphlets which can be displayed in our various embassies and legations. A great deal more will have to be done in order to attract such traffic to India.

I am not only thinking of tourist traffic from abroad. I would like to suggest to the Railway Ministry that internal tourist traffic also should be encouraged by every possible means. Last week I read that there are a number of health resorts in Bihar which deserve encouragement, and I think the Railway Ministry can do a great deal to encourage internal travelling to places of that description. I would particularly invite the attention of the honourable Minister for Railways to the necessity of encouraging traffic to Kashmir during the forthcoming summar.

Sir, one last word before I conclude. I made a suggestion last year and I repeated it in the food debate a fortnight ago, that the railways should undertake the running of Exhibition Trains. I do not know how far that idea has appealed to the honourable Minister for Railways, but I would like him to make an experiment in this direction. At the present moment there is the Gandhi Memorial Exhibition at Rajghat, and I would like him seriously to consider the possibility of having a Gandhi Memorial Exhibition train go round the country in order to afford millions of people who have not had the privilege of seeing this exhibition an opportunity of paying their homage to the Great man. I am certain that the results of sending such an Exhibition Train round the country would be so profound that it would not be necessary to argue the case for exhibition trains in general to carry the results of scientific research in fields like agriculture and public health and make them available to the common man.

I do also suggest the establishment of a chain of cinema houses at important railway stations, particularly at pilgrim centres. I would like to say this: that I have taken the trouble to consult those who are already in the trade and I am assured that such a proposition would be more than self-supporting.

Mr. Deputy Speaker: Cut motion moved:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Shri Mahavir Tyagi (U.P.: General): Sir, unlike my other friends I am really not in a position to congratulate the honourable Ministers for the budget they have produced. I can only sympathise with them because they have taken to a thankless job which will never bring real thanks to them. It is a very unpopular job which they have taken on our behalf and I therefore sympathise with them. I know their difficulties and one of the biggest difficulties in their way is the Railway Board. The Railway Board was constituted under the British regime because there were so many railway companies operating in the country and they wanted to have a sort of co-ordination in their management, and therefore they constituted that Board, so that British firms may get orders from them and British people who were in the employ of the railways could be secured in positions of vantage. It was to have British interests safeguarded that they constituted this Railway Board. Now the Board has outlived its time, and circumstances have changed, and this Board cannot serve the purpose now. I therefore submit that the suggestion made by my honourable friend Pandit Kunzru be accepted. Either this Board must be replaced by a statutary organisation which will take charge of the whole administration of the railways and run it on commercial lines, or it must be diluted into a mere secretariat. There cannot be a middle way.

[Shri Mahavir Tyagi]

Sir, I want to use this occasion to raise the question of the fat pays which all high officers of Government are in receipt of. It may be all right for the honourable Ministers because they know that without them they cannot go on, that whenever there is an occasion they sing the praise of those officers. I would call them unpatriotic if they cannot offer to reduce their pay voluntarily. Why should they stick on to the old scales of pay which they drew when the British were in power. It was for them in a body to come and say in a spirit of patriotism now that they would be prepared to accept a reduced pay. No man in the State has a right to demand more pay than what the honourable Ministers get.

Shri B. L. Sondhi (East Punjab: General): The Minister is getting more than what the Secretaries are getting.

Shri Mahavir Tyagi: The Chief Commissioner of Railways is now drawing Rs. 5,000 per month. I submit that these highly paid officers are like old white elephants which our predecessors had tamed. We cannot carry on with this pay. All this disaffection in the Railway Department and the talk of strikes, whether it be in the Railway Department or in the Postal or Telegraph Department, is proof of the fact that these highly paid officials are of little use to us. They must run the administration in such a manner that the meanest in a Department may feel that the Department is his, and he has a patriotic relationship with the Department and has no doubts about his prospects and his prosperity. So long as the smaller men, the man in the lower rung is not satisfied it is not possible to achieve any success in the Railway or be it even in the Secretariat Departments. These high officials are mad with the authority that they have got. They want several Assistants to them: each member of the Board wants a Director, a Joint Director, a Deputy Director, because they do not want to work. They are people who are paid for no work. Now, for instance, I would directly attack the Chief Commissioner of Railways. Sir, what is his job? It seems he has already toured Europe and seen European countries. Now he is intending to go to America for purchase of spare parts. It means that he has no job to do here in India. He is practically being used as a purchasing agent, as a broker, between us and the foreign firms. This is not surely the job of a Chief Commissioner of Railways. He has a very important office here. But he absents himself from here. What is this? I think it is a glaring proof of the fact that he is not being fully applied for the job for which the office was created. I submit that this Board is the basic trouble of Railways and the sooner we do away with the Board the better it would be.

Then there are four other members of the Board. It seems to be a caucus of civil engineers. A civil engineer is the Chief Commissioner of Railways. I do not know what engineering he really does. Then there are other members—I am sorry for the Commercial or Financial member of the Board, they could have him also as an engineer but he seems to be a non-engineer—but the rest, even the member for Staff is a civil engineer. (*An honourable Member*: 'Is he?') Yes, that is my information. If I am wrong the honourable Minister is there to correct me. I will go by my information. Even he is a civil engineer. Then the gentleman who represents the mechanical side is also a gentleman of civil engineering talents, I suppose he must have privately gained some knowledge of mechanical engineering also. (*An Honourable Member*: 'By correspondence course'). So it is a caucus of civil engineers that controls the Board. It is not that alone. These highly paid officials do little because every Railway is being managed by its own managers and its own mechanical engineers. The Railways are run by the railway authorities locally, practically for all purposes. Then what are these people to do? To co-ordinate! Whom to co-ordinate? It is one machine now, and there are

no private companies running railways; it is all Government railway now. Then whom are these people co-ordinating? I do not know. So co-ordination is not the job which is needed now. I therefore submit that we should do away with this Board.

Besides these four members they have got six Directors. Everyone of the members has a Director to work under him. What has he to do, I do not understand. Why does he not do that much work as a typist does in the Secretariat? He should really do more than that work: he should do both desk work and administrative work. But they go about touring in saloons; they move about the country like kings without doing the job which was expected of them. It is all right for the honourable Member to say he is thankful to them. You are thankful to them because you realise your helplessness. It was all right when the members were required to dominate and over-awe the department by their pomp and show. Now this domination was out of place. You feel that they are serving you and that they are quite loyal because they are so humble in talk to you. But when you turn your back they laugh at you, they know that they are technical men and they also know they have somehow or other charmed you and impressed you that you cannot do without them. They feel that they can befool you—pardon me for this word. I am sorry for it, in parliamentary parlance I should have said that they think that they can make you unwise.

The Honourable Shri N. Gopalaswami Ayyangar (Minister of Railways and Transport): I am very glad to have that certificate from the honourable member.

Shri Mahavir Tyagi: I am sorry. Please pardon me. You know I am weak in English. There is so much staff. What are they doing? Each one of them wants a Director. The Director has also become a boss now and boss means no work because the work has to be done by the clerks who will prepare bills and accounts and all that.

Mr. Deputy Speaker: The honourable member can have one minute more.

Shri Mahavir Tyagi: Sir, I am sure the House will be more generous to me than you are. Then, Sir, this is not all, there are six Joint Directors below them—all of them with fat pay doing no real work themselves. The actual work as I have said, is being done by the managers of the different railways and their mechanical engineering staff independently. They do the job. These people in the Board are not to do the job directly, but they give the policy or try to co-ordinate. Then there are twelve Deputy Directors. That is, six Directors, six Joint Directors and twelve Deputy Directors. Besides this they have one Secretary, one Deputy Secretary, four Assistant Secretaries, sixteen Superintendents, one Economic Officer, two Special Officers. And everyday the budget is swelling because the Board is swelling. It is getting fat every year. Last time their budget was Rs. 10,57,000, but actually it came to Rs. 11,17,000. How is it? If the Board swells like this they go beyond the sanctioned budget. Why should you charge the smaller fry to have spent more than the budgeted amount? Big bosses are going about the country in their saloons with their fat allowances and without enough work. The grant now demanded is Rs. 10,90,000. I am afraid we cannot go on at this rate. The same is the case with the rest of the staff. According to the reports I find that in March 1947 there were 7,71,000 men, this being the total of the railwaymen. Now, at the end of March 1948 the figure was 8,23,712 men engaged. It is going on increasing. And nobody wants to get rid of the work. How would they do the work when they have no love and patriotism for the Department? The junior people are not well paid and the senior people are being too well paid. That is the case. I would leave this point though I have a lot to say.

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Then I would like to mention about the three hundred blessed locomotives which have been ordered from America. My information is—I am saying this to help the honourable Minister, who may contradict me if I am wrong, and to help him to clear the misunderstanding in the country—the three hundred locomotives that were ordered were designed by the civil engineers or others in the Board and the mechanical engineers were not consulted. The information goes that after the order had been placed—the order was placed for bar frame engines—the mechanical engineers met in a conference and they were mostly of the opinion that the design did not fit the requirements of India. It is a heavy power engine. Perhaps the proposal was that instead of drawing 50 wagons as they generally do, or 60 or up to 70, the new locomotives might draw 100 wagons. The objection was that the marshalling capacity of our railway yards was not enough for 100 wagons. There is shunting on the railway lines; when a wagon has to be taken out from the midst of a train, well, the train has to be cut into two or three parts, one standing on one loop line and another on the other—that is known as marshalling. The marshalling yard's capacity in India as they were constructed, is said to be just enough to meet the requirements of a goods train consisting of 60 or 70 wagons and not for 100 wagons. Sir, if these big power engines begin to play about the whole marshalling yards and break the train into three or four parts then the yards will be blocked as sometimes you see the road in Khari Baoli, packed. That is one objection.

An other objection is about the soil. The track is not fit to carry these engines. That is an objection which also I would like the honourable Minister to enquire into.

The biggest objection is that these engines could not be repaired in our workshops because our workshops were designed to repair the plate frame engines and not these bar frame engines. They are technical affairs; I am not a technical authority but, please look into this technical matter also.

Sir, then there is the shortage of wagons and coaches. Last time we were told that we were short of 1,000 coaches. But Sir, howsoever accurate this statement may be, I tell the honourable Minister, "Your information is wrong; you said you had only one thousand coaches short, but shall I tell you you are short of 7,000 coaches and not 1,000? Last year also you said that you were short by 1,000 but then also you were wrongly informed. You again repeat the same story that you are short only by 1,000. I submit that my information persists that you are still short of 7,000 and not 1,000".

Sir, shall I tell him that his wagons are also being pilfered? We are told that they are alert about it and that they have arrived at a good compromise with Pakistan and that we have also managed to save securities worth Rs. 20 crores from Pakistan. But Pakistan laughs at us. They are quietly making up their loss through wagons. Have you ever taken the account of the wagons you sent to Pakistan from Amritsar and the wagons that returned to you? Are you in a position to say how many wagons really went to the share of Pakistan and how many wagons and coaches came to your share at the time of partition? And how many you have today? If you enquire into it in details you will be as sad as I. Supposing if I were again to provoke you into enquiry, and say that hundreds of your wagons have been stolen into Pakistan and they are not being returned. There is low paid clerk at Amritsar who keeps the accounts of these incoming and outgoing wagons. Has the big bosses ever cared to look into this question? Will you please enquire into it?

The Honourable Shri N. Gopalaswami Ayyangar: Will the honourable member please put down a question on that and I will give him all the figures that he wants.

Shri Mahavir Tyagi: I am very pleased to hear that, Sir. I want to make a prayer to you and to the House as well. I am myself a loud speaker; I have been speaking, by habit, very loudly, always. My tone therefore may not be mistaken to be an obstinacy; I am otherwise very humble and faithful. I am putting my arguments forward slightly loudly because I am a little enthusiastic about these points. I do not use these loud-speakers. I want to approach you direct and not through the proper channels of loud speakers, therefore you may please take it that my suggestions are absolutely in the spirit of co-operation, and not in the least destructive.

Sir, we are short of coaches. How many people there are who travel standing? I do not believe in this first class or second class—I am proletariau. I believe in only the third class and if I were a Minister in his place—I am sorry they have not taken me there.....

The Honourable Shri N. Gopalaswami Ayyangar: I am quite willing to exchange places.

Shri Mahavir Tyagi:.....I would make it a rule that there would be only one class—call it third, first or anything. Unless you Ministers and these big bosses drawing Rs. 5,000 sit with the humble man of the village, the villager will never realise that democracy has come; to him it is not the democracy, it is the 'cracy' of those who travel in first class and who fly in the air. The humble man does not yet know what is *swaraj*. He does not want money, he does not want big wages; he does not struggle for these. He wants self-respect and it can be given to him only if the Ministers talk and joke with him on equal terms. Why not give him that little privilege? Travel with him and share his humour. What about the Governor-General's special? Why should you not turn it into third-class carriages? You have got thousands of such other coaches standing on the sidings which you can easily convert and use for travelling purposes.

Let there be one class or, Sir, you can have two classes, one the sleeping class and another waking class. In the waking class people can travel in the day, those who want sleeping berths can reserve them and go into the sleeping class. It will still be one class with different kinds of accommodation.

There are many other points, but I crave your indulgence—I want to press one more point. One of my friends mentioned about catering. Sir, the caterers on the Railways are given contracts. One was given a contract of Rs. 31-4-0 per month about twenty or thirty years ago. That man is still continuing on the same rate. He has engaged sub-contractors; it is a fact which every body knows but these Railway Board members would not care to look into it unless their subordinates bring it to their notice and they would in most cases not bring it into their notice because they probably have a share in the profits of the main caterer. Sir, when I was in jail there used to be with me late Babu Shiv Prasad Gupta, he was a great man of India. He had received a tin full of tasteful *laddoos* from his home. One night at about 1 A.M. we all decided—Shri Mohan Lal Saxena too was there—we decided that we should steal some. On my toes I quietly went into his room and broke open the tin lock and stole some 60 or 70 *laddoos*. They were very tasteful. While I was bringing those *laddoos* into our common room, another friend now a Minister of U.P., Shri Atmaram Govind Kher caught hold of my *kurta* and beckoned me low on his pillow, as I gave my ear to him he quietly whispered "*Station master ka haq de ke jao.*" I gave him four and I was let off.

Sir, similar is the condition in Railways. I would submit that these caterers have sub-contractors. If you engage smaller contractors for selling *pan* directly there is no loss of prestige in dealing with a smaller man; there is

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loss of prestige neither of the Government nor of the officials. A *pan* man pays Rs. 5 a day to the contractor who pays Rs. 81-4-0 a month, at Meerut; and the *halwai* pays Rs. 8 a day to the contractor. In this way his monthly income goes to about Rs. 1,400 or something like that and he pays you only Rs. 31-4-0. Such is the case everywhere. There are caterers whose monthly income goes up to Rs. 15,000 and they are hardly paying you one hundred per month. You can add 30 or 40 lakhs to your income by means of giving direct contracts to the smaller vendors.

Sir, I do not want to take more time and deprive other honourable members the opportunity of giving their precious suggestions. My own suggestions, I know, are not so precious.

Shri Arun Chandra Guha (West Bengal: General): Sir, in rising to support the cut motion, I am not unconscious of the difficulties in which our Ministers have to work or of the achievements that we have got during this one year or eighteen months. I know these Ministers have to deal with a machinery which they have inherited from our foreign masters.

Sir, with all deference to our Ministers, I like to differ from them when they unreservedly speak words of encomium for the permanent services and the departmental men. Unless the permanent services and these departments are radically mended, or ended, it will be very difficult for our Ministers to achieve any spectacular success. The honourable member who preceded me, Mr. Tyagi, has spoken about the Railway Board in very effective language and therefore I do not want to say much on that point. I in general endorse the sentiment that he has uttered, and I would like to request our Ministers not to rely too much on the Railway Board and the permanent services and the departmental officers. They should instill a new spirit into the departments if they really want to achieve any success.

We have been supplied with a copy of the summary of the recommendations made by the Railway Enquiry Committee. The findings of the Committee and their recommendations are not very optimistic. They have suggested some drastic changes. Last year the fares and freights have been considerably increased. The volume of traffic has also increased; I think the passenger traffic has increased by about 17 per cent. But the net income of the Railways has decreased. During the course of their enquiry, the Committee have found that efficiency has deteriorated—efficiency has deteriorated not only in the lower ranks but even at the top. In two important workshops—Jamalpur and Kharagpur—there was some inspection by some expert firms and their finding is that labour utilisation is only about 50 per cent. These two workshops belong to two Railways which are running in deficit for some years. If this be the condition, I cannot endorse the view expressed by the honourable Minister for Transport that our future is bright and that we have turned the corner. I hope that he would take drastic steps to see that labour is utilised to the full—not only in the workshops but also those at the top including every officer, highly paid or low paid; their full labour power must be utilised and the country should get the benefit of the salaries they are paid.

Sir, about my own Province I like to say a few words. Calcutta is one of the biggest cities of India and is a highly congested city. Unless we develop suitable suburban transport facilities, it will not only injure the sanitary conditions of the town but it will hamper the industrial development of the Province also. Bengal has suffered from partition and from many other calamities; but in addition to all that the transport arrangements of Calcutta are a handicap for its development in industry and commerce. Sir, you will be surprised to know that Calcutta has got five or six terminus stations; apart from Howrah and Sealdah we have got three or four other sub-terminus stations for small

lines running from suburban areas to the City. These lines are all privately owned. My honourable friend from Assam gave a graphic description of the T.B. Railway. I think these lines also can be compared with that Railway. Sir, I wish the Railway Board or our Ministers take up the case of taking over these small lines under Government control and improving the transport arrangements of Calcutta so that its full industrial and commercial potentialities may be exploited by the country. I would like to impress on the honourable Ministers the need for electrification of these suburban railways. For Calcutta some municipal railway—underground or otherwise—should be arranged. Of course, compared with Delhi the transport facilities in Calcutta are far better. The tram and buses there run more regularly and more quickly than in Delhi; yet the congestion on those lines is so very heavy that something should be done immediately to improve the conditions.

Sir, in India there are, seventeen—or, I think, about twenty small non-Government railway lines. The Railways are our biggest nationalised industry. Therefore, I think these small lines should be nationalised immediately. It will not be a great burden for the Government either financially or administratively. When these big Railways have been taken over, I do not understand why these small lines should be left to private enterprises. These lines often connect some industrial areas with the countryside; they carry raw materials to the industrial areas and finished goods from the industrial areas to the countryside. So, I particularly like to press this point before our Railway Department and the honourable Ministers that they may take over these private lines as soon as possible

Sir, about catering many things have been said. It has also been discussed in the Central Advisory Council. Catering at small stations should be given to local men and there should not be any monopoly contract, nor even any near-about monopoly contract as regards catering. Sir, while appreciating the difficulties of our Minister in bringing the railways up to our expectations, I would say that I expect him to do something to restore the pre-war facilities such as the return-ticket system, concessional rates for ceremonial and religious occasions, special trains for religious journeys, etc. Before the war there was the system of conducted tours by trains running through certain parts of the country taking passengers for fixed amounts which were lower than the usual fares. Such conducted tours increased the revenues of the railway administration and served as a sort of education to the public. Mr. Shiva Rao has already spoken about this point that inland tourist traffic should be arranged as also foreign tourist traffic should be encouraged.

As I have said, though the railways are working under difficult conditions, the Minister should see that the pre-war standard of efficiency is restored immediately. Full utilisation of the man-power of the Department is of prime importance. In recent debates in this House the Department has been blamed for almost all the evils of economic dislocation. There have been bottlenecks everywhere in the railway administration and in communications. It is up to our Minister for Transport and his colleague the Minister of State to see that they remove the cause of the complaint that the Railways are blocking the entire economic development of the country. I admit that they have been working under very difficult conditions. The whole administrative system was brought to a chaotic condition by our previous foreign masters. Our Ministers have to face this situation and create new conditions. I know that after the November Revolution in Russia it required a Trotsky to be diverted from other important portfolios to the Commissariat of Transport to put the whole system in order. He took very drastic steps. He had even to take the extreme step of shooting delinquent officers found guilty of deliberate negligence or of dishonesty. Of course, I do not suggest that our Ministers should

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go so far. I would suggest, however, that whenever acts of deliberate neglect or of dishonesty come to their notice, they should take steps to root out the whole source of the evil.

Now I would say a word about the gauge in our Railways. I know that it will not be possible at present to transform the whole system into a one-gauge system. But the administration should keep in mind, while starting new lines, that the whole system has to be transformed in the near future into broad gauge line.

Another local matter I desire to refer which relates to the timings of the railway services. These are often arranged in such a way that journeys from one place to another take inordinately long time. For example, the journey from Daltonganj to Patna, which is the capital of the Province in which Daltonganj is situated, a distance of only 180 miles takes about 22 hours. There should be some re-arrangement of the railway timings so that the passengers can travel even to their capital city in reasonable time.

The contribution of 7 crores to the General Revenue from the Railways has been much discussed here. In my view there is nothing unusual in it. The railway system is not only a public utility service, it is also a commercial service in which the Government of India have invested about 700 crores of rupees. Had it been a private enterprise, it would have paid all the taxes due to the Government. I think the nationalised industries should all be subject to the usual taxes. Taking that view, this contribution of seven crores is a negligible amount. It should be at least four or five times more. With these few remarks I support the cut motion, though I appreciate the difficulties and the achievements of the Ministry.

Shri V. S. Sarwate: Mr. Deputy Speaker, one of the previous speakers complained of the top heavy nature of the railway administration. From the report of the debate last year I find that the debate was opened by the Honourable Shri K. Santhanam and one of the grievances which he mentioned was that members were not supplied with "control" figures. Among the instances which he then gave one was of the expenditure figures. In 1938-39 this figure was 47 crores and had risen to 142 crores in 1947-48. His complaint was that the honourable Minister did not supply him with a statement showing the increased percentage under major heads. Compared with 1939 the increase in 1947-48 was found to be 323 per cent. In 1948-49 it has risen to 346 per cent. One expected to be furnished with those controlled figures at least this year. Unfortunately this has not been done. The inevitable result is, to use his own words: "We cannot have a grip over the Budget", and cannot be in a position to offer constructive suggestions or criticisms. Anyway, one must be content with the figures that have been furnished. But my difficulty is: The railway Board Report was supplied a day prior to the Budget discussions. I found the figures there so very perplexing that I had difficulty in understanding the report. I would take one instance. On page 2, the earnings on passengers are given as 65.10 crores. On page 17 the same receipts are shown at 66 crores and on page 19 these figures are given as 70.38 crores. One can understand if there is some explanation about these. For a person who has to read a voluminous report in a short time, one would expect a sort of table by reading which, at a glance, one can find how the differences are to be adjusted. That is not there, but that is a general complaint, which I would like to bring to the notice of the House, so that it may be remedied next time.

I want to empbasize that economy must mean justice and proper distribution and allocation of the funds which are to be given for the various purposes and I find that the B.M.R. section, that is the section running between

Khandwa and Ajmere has received all along a step-motherly treatment. In 1946-47, it had no new lines, no new works. I refer to the programme which was supplied to us i.e., the open line programme for 1949-50. There is absolutely no programme for new works in this, for the R.M.R. Section.

Economy further means timely redress of grievances, timely redress and timely removal of the long-standing grievances. I will give only one or two instances within my knowledge.

I come from Indore and there had been two questions which had been agitating the people there. The present station at Indore is on the side opposite to the town. The passengers therefore suffer when coming from the town; they have to pass once across the level crossing and then again to come back. So it was suggested that the platform and booking should be on the side of the town. I do not think this will take more than a few thousands of rupees, but this has been under consideration for the last 20 years in my remembrance. I then happened to be in the Foreign department of that Goverement. All these 20 years the matter has been under consideration and nothing has been done as yet. Again the question of constructing an over-bridge over the level crossing is still pending; this had been going on for the last 25 years; I was young then and I am old now and probably, I am afraid, all these grievances may not be removed within my life-time. It has been one of the grievances that the Railway Administration takes such an abnormally long time to consider and arrive at some decision. They say all the while that these things are to be done; they are very necessary, but years roll on and nothing is done.

Indore is the biggest commercial centre in Central India. It is also a textile centre. It has got 10 mills and several ginning factories besides. It exports a lot of cloth; it imports coal and several other things; it is a mercantile centre of that whole part. It stands on a meter gauge and there has been a proposal to connect it with a broad-gauge. The nearest station is Ujjain, which is about 35 miles. Now there is a meter-gauge and I am told by authorities on whom one can rely that this can be done by putting in one additional rail; the earth-work is already there and it should not cost more than a few lakhs of rupees. I would suggest for the consideration of the Government whether the Government would not be prepared to raise a loan for the purpose. I am sure the mercantile community at Indore would be prepared to subscribe to the loan to the fullest extent, even if it is a few crores. In this case I want to know is: would the Government be prepared to raise a loan when a particular community or a particular place is ready to contribute for the loan. Both the Government and the community would thereby benefit. I do not think that this proposal should be against the policy of the Goverument or would in any way be a loss to Government.

Shri B. Das (Orissa: General): If Mr. Hukum Chand would give a present to the Government, Government will accept it.

Shri V. S. Sarwate: It is not a question of a present, but whether a loan would be acceptable. That is the question at present.

Mr. Deputy Speaker: Would the honourable member close his speech now?

Shri V. S. Sarwate: No, Sir. I shall have to take five or ten minutes more.

Mr. Deputy Speaker: The honourable member may resume his speech at Half Past Two of the Clock.

The Assembly then adjourned for Lunch till Half past Two of the Clock.

The Assembly re-assembled after Lunch at Half Past Two of the Clock, Mr. Deputy Speaker (Shri M. Ananthasayanam Ayyangar) in the Chair.

Shri V. S. Sarwate: Mr. Deputy Speaker, when the House rose for Lunch, I was dealing with the step-motherly attention and consideration which the R.M.R. Section receives at the hands of the railway administration. I was making a specific proposal that the Government should consider whether it would not be advisable to raise a loan for converting the present metre gauge from Ujjain to Indore into broad gauge and I had assured the Government that the commercial community at Indore would be forthcoming to fully subscribe this loan. In this connection, I would bring to the notice of the honourable Minister the military importance of Mhow which is on the same line, thirteen miles south of Indore. It is admitted that strategically considered, Mhow is the secondine of defence in India; but there is at present no broad gauge line connecting Mhow with any other broad gauge station. This omission would be rectified if Mhow is linked at Ujjain to broad gauge. The distance is about 50 miles and there is no bridge to be constructed. I am told on authority that the expenses would be at the outside of a crore and a half. If this loan is floated at the rate of three per cent., the interest charges would come to four and a half lakhs. The results would justify such an expenditure. Not only would it be directly beneficial and paying; but, any loss which may be suffered, would be more than made up by the indirect benefits, which would result to the commercial community and the people in general. Further, Indore being a textile centre, it would help the general supply of cloth to the whole of India.

I would like to mention the various present difficulties which the Indore people are suffering. There is no goods shed in Indore. The platform both at the goods yard and the passenger yard is not covered. In the report, there is a statement showing the percentage of covered platforms. On page 71, we find that the percentage is given as 8.26. It would have been better if the report had shown the progress made from year to year.

There is another grievance which I particularly want to bring to the notice of the honourable Minister. The Railway section in this part passes through States but the States have not been represented all along on the Advisory Board of this section. That is one of the reasons why the R.M.R. Section is suffering at present. I would particularly request the honourable Minister to make arrangements for the States to be represented on the Advisory Board.

I would like to draw the attention of the House to one more thing. Real economy would mean efficiency. In the report there should be statistics showing the increase in efficiency, not only the quantum of efficiency, but the progressive increase. That would give us a real indication as to how the Ministry has been working. Now, we are at a disadvantage. The report given to us is for the year 1947-48 whereas the present Ministry is concerned not with 1947-48 but with 1948-49. Naturally any remarks which the House may pass regarding the state of things revealed by this report might probably be not just. All the same, one has to rely on that Report. As regards efficiency, I find from the table, punctuality in the broad gauge has decreased. It has come down from 55 to 48, whereas in the metre gauge, the punctuality of trains has increased from 47 to 49 per cent. In this connection, mere averages won't do. If the broad gauge trains do not go punctually, the metre gauge passengers who have to change at certain junctions suffer all the same even if the metre gauge trains go in time. This morning I had asked a question whether the Frontier Mail reaches Ratlam punctually; I was given certain statistics as to how it reached in the month of February. My question related to January; but that is another matter.

The Honourable Shri N. Gopalaswami Ayyangr: We have improved.

Shri V. S. Sarwate: All the same, what I want to point out is, if the broad gauge trains run irregularly or unpunctually, no benefit accrues to the passen-

gers even if the metre gauge trains run punctually. What I would suggest to the honourable Minister is this: let us have some statistics showing from year to year the progress that is made. That would give us an indication as to the real state of affairs. In this connection, may I ask the honourable Minister, would it not be feasible and practicable for the Ministry to give us the actuals for the current year ending December. The budget comes up for consideration some time in February. The actuals may be given for the year ending December.

I should like to raise one more point and I have done for the present. The receipt side has not at all been touched during this discussion; I do not know why it has been so. I think the receipt side is over sanguine. The receipts show an increase of six crores on account of goods transport. It is said that the freight structure that has been revised justifies this increase. We would certainly have been helped if the actuals during the last six months or three months from October to December had been given. Then, we would have been in a better position to appreciate the reasons for this increase. So I submit that if the budget is to be studied and studied effectively and with some benefit, then the actuals of the last year ending in December ought to be supplied to the House. That would be a real indication of the estimates for the current year and then we would be in a position to appreciate the remarks which the honourable Minister makes in his budget speech.

Mr. K. A. Mohamed (Travancore State): Mr. Deputy Speaker, Sir, I understand that the cut motion now before the House is intended to cover all subjects except those covered by the first and second cut motions. Under that impression, I may just raise a point of local importance. I would very much like to make my contribution of criticisms and suggestions to those that have already been made by honourable members of this House, but as my time is so short, I may confine myself to the raising of a very important local issue.

Sir, under Demand No. 15 proposals have been made for the investigation and the extension of new lines, but I am very much disappointed to find that no provision has been made for the extension of the South India Railway from Ernakulam, in Cochin State to Quilon in Travancore State. This question was considered in 1920 and the line was investigated and a detailed survey was conducted and an estimate was drawn up in 1927. All this was done with the concurrence of the Central Government. If my information is correct, the financial implications of this railway project were examined and approved by the then Railway Board. However, it did not materialise. Since then the Cochin harbour has very much developed commercially, and there have sprung up in Travancore very many new industries. Thus the importance of the proposed new railway was felt more and more and had been agitating the minds of the Travancore people for the last many years. But unfortunately Travancore declared her independence under the old regime and we were not able to take up this scheme before. But now we are a part and parcel of the Indian Union and we are here now to represent the Travancore State. The railway administration, especially communications, is now a Central subject, and I submit that this question may be now taken up by the railway administration.

The financial implications of this extension are fully assured because this route goes through a very densely populated area. I may inform the honourable members of this House that the density of population in those areas is 2,000 per square mile. It is more than the density anywhere in the world, and many of the industries now started along the route of this line will be very much benefited by this project. Here in Northern India, especially in the Gangetic plain, we see a network of railway lines and the reason given is that there the population is very dense and therefore there was need for this vast network of railway lines. But if that is to be applied to Travancore, I

{Mr. K. A. Mohamed}

am sure there should have been 500 miles of railway. At present we have a very short line, something like 98 miles only. The project I propose is to cover only 95 miles and I think that the rural as well as the industrial economy of the country will be very much improved if this work is taken up.

One further extension which I may propose is from Trivandrum Central to Cape Comorin. Many of the members know that Cape Comorin is the Land's End of India and if that project is completed, then from the foot of the Himalayas to Cape Comorin we will have a through railway service. From the Defence point of view it would be of very great importance. It is also a very sound financial proposition because this line has to go through a plain and there are not so many rivers to be bridged and there is very dense population in that area, and even without taking into consideration the goods traffic, the passenger traffic will amply justify this extension, and if this is to be linked up with Tinnevelly we will have a very convenient railway system in the south of this big continent. Many of the honourable members of this House might not have gone and seen Cape Comorin, which is a very beautiful place of all-India religious importance, and if this railway is to be taken up that will give easy access to people from this part of the country.

I am fully aware, that when I propose the extension of these lines the finances required are to be found. It is also to be considered whether the railway administration is now in a position to take up these lines at one stretch. But my submission is that the present complaint that has been voiced in this House, that there is too much overcrowding, is only a passing phase. I am sure that depression has set in and the tendency now is to travel less and less. Therefore, in the near future I do not think there will be so much pressure as is being experienced. So our attention must be diverted on extending the railways further and further. I will go to the extent of suggesting an increase in fares and in freights, as I do not wish for cheap popularity, as a reasonable proposition for collecting funds for the extension of new railway lines. Even under the present conditions this increase will not create any hardship. On the contrary, we may be earning a very good income and if we plan in that way I do not think there will be very much difficulty to extend the services.

I submit that the administration may kindly consider these matters and see their way to take up this work at an early date and satisfy the people at that end of the land.

मास्टर नन्द लाल : सभापति जी, पंजाब में जब हमारी हुकूमत नहीं थी तो पटवारियों के लिये यह मशहूर था कि वह मालियाना लेते वक्त १० फीसदी अपना नजराना लेते थे । और रेल्वे वाले एक बिल्टी पर एक आना लेते थे । लेकिन हमारी अपनी हुकूमत आने के बाद लोगों को यह तव्वको थी कि यहां पर रामराज्य होगा तो यह चीज खतम हो जायगी । लेकिन यह चीज इस हद तक बढ़ गई कि कहते हुए शर्म आती है और कांग्रेस की हुकूमत होने पर जो उन लोगों के ख्वाब थे वह पूरे नहीं हुए । बल्कि हालत बहुत ही खराब हो गई ।

पिछले जून में पंजाब गवर्नमेंट ने पंजाब के अन्दर रिश्वत का एक हफ्ता मनाया । पानीपत में भी यह हफ्ता मनाया गया । लेकिन इसका

नतीजा यह हुआ कि इसके बाद चीफ़-गुड्स क्लर्क ने अपनी रिश्वत और भी ज्यादा कर दी और ये कहा चूंकि यहां पर रिश्वत के बारे में इन्क्वायरी होगी इसलिए अब एक आने के बजाय दो आना लिया जायगा । जिसमें से एक आना मेरा हिस्सा होगा और दूसरा एक आना उनको देना पड़ेगा जोकि यहां पर इन्क्वायरी करने आयेंगे । हमको जब यह पता लगा तो हमने रेड का इन्तजाम किया । चुनाचे २४ जून को मि० शाहनी, मजिस्ट्रेट दर्जे अव्वल ने उसको पचास रूपया रिश्वत लेते पकड़ा । पकड़े जाने पर उस क्लर्क ने कहा मेरा इसमें क्या कसूर है, इसका थोड़ा सा हिस्सा मेरे घर आयेगा और बाकी हिस्सा ऊपर के अफ़सरों के पास जायेगा ।

बाकी जगहों पर तो रिश्वत इनडिविजुयल तौर पर लेते हैं लेकिन रेल्वे में ऊपर से नीचे तक रिश्वत के हिस्से मुकर्रर हैं । यहां तक कि स्टेशनों का निलाम होता है ।

Shri R. K. Sidhva : Sir May I know from the honourable member whether that person has been prosecuted ?

मास्टर नन्द लाल : मैंने अर्ज किया है कि वह पकड़ा गया है और मि० शाहनी, मजिस्ट्रेट दर्जे अव्वल ने उसको रिश्वत लेते हुए पकड़ा । दो माह तक उसके अफ़सरान इस मामले को छिपाते रहे और दो माह तक उसको मोअत्तल नहीं किया और बाद में पुलिस ने उसे मोअत्तल कराया और अब केस अदालत में है । इसके बाद हमने समझा था कि अब वहां ठंडक पड़ेगी और आयन्दा ऐसा नहीं होगा लेकिन फिर भी रिश्वत वहां चलती रही । पानीपत से दिल्ली, अम्बाला और जीन्द को गाड़ियां जाती हैं । अगर स्टेट-मिनिस्टर साहब वहां पर जिस समय कि यह तीनों गाड़ियां चलती हैं देखेंगे तो उनको मालूम होगा कि वहां पर डाकाज़नी होती है और कोई कानून की बात नहीं होती । सिपाही और टिकट-कलैक्टर लोगों को लूटते हैं । टिकट देते वक्त बहाना बनाते हैं और अम्बाला के टिकट के बजाय वह मोरी का टिकट देते हैं क्योंकि मोरी का टिकट दो आने कम है । हमारा एक आदमी किशन लाल सोसियल वर्कर के साथ ऐसा ही एक वाक्या हुआ । वह मोम-बत्तियां ले जाता था । उसको अम्बाला जाना था लेकिन उसको मोरी का टिकट दिया गया उसने इस बात की रिपोर्ट की और इस केस की तारीख ८ फरवरी मुकर्रर हुई । लेकिन ७ तारीख को पानीपत के कांग्रेस कमेटी के प्रेजीडेंट और मेम्बर के पास बुकिंग क्लर्क और चीफ़ बुकिंग क्लर्क आये । उन्होंने मिन्नत की और कहा कि कसूर हमारा है और माफ कर दीजिये । उन्होंने कहा कि आपकी दर्खास्त

[मास्टर नन्द लाल]

का एक-एक लफ्ज भी ठीक है लेकिन आप हमको माफ कीजिये । कांग्रेस वालों ने कहा कि यह मामला माफ नहीं किया जाता । मुझे रहम आया और मैंने कहा कि हम देखेंगे कि अगर रेल्वे मुलाजमीन अपने आपको दुरस्त कर चुके हैं और पब्लिक सर्विस दियानतदारी से करेंगे तो हम यह सिफारिश करेंगे कि इनको माफ किया जाय । मैंने एक चिट्ठी इन्सपेक्टर आफ इन्क्वायरी के पास भेज दी कि इस मामले को १२ तारीख तक मुल्तवी किया जाय । ताकि हम इस बात की कोशिश करें कि ये लोग ईमानदारी के साथ काम कर सकें और दियानतदारी से आगे अपना काम करते रहें । यह चिट्ठी उन्होंने इन्सपेक्टर को नहीं दी । कांग्रेस वाले गैर हाजिर होंगे तो हम इन्सपेक्टर साहिब को कह सकेंगे कि कांग्रेस वाले बदमाश होते हैं और खामखवाह रिपोर्ट करते हैं । लेकिन उनको यह मालूम नहीं है कि कांग्रेस वाले कच्ची गोलियां नहीं खेले । वह स्टेशन पर हाजिर हो गये और अपना स्टेटमेन्ट दिया । इस समय स्टेशन स्टाफ वाले आगये और कांग्रेस वालों को दबाया और कांग्रेस वालों को गालियां देने लगे । मगर आखिरकार जब मामला बढ़ गया तो वह तमाम के तमाम इन्सपेक्टर साहिब के पैर पड़े और माफी मांगने लगे । उस बुकिंग क्लर्क का अस्ली स्टेटमेन्ट फाड़ दिया गया और उसका एक नया स्टेटमेन्ट बनाया गया । इसकी रिपोर्ट मेरे पास किशन लाल ने भेजी । किशन लाल सोसियल वर्कर ने, स्टेट मिनिस्टर साहब को भी चिट्ठी लिखी है लेकिन यह ऊर्दू में है इसलिए शायद उनके पास न पहुंची हो क्योंकि वह लोग क्या करते हैं कि अगर कोई शिकायत करे तो वह शिकायत को बीच में ही दबा लेते हैं और उसको ऊपर तक नहीं पहुंचने देते ।

मैं मिनिस्टर साहब के सामने फिरोजपूर की एक मिसाल पेश करता हूं । वहां पर एक रेल्वे अफसर के बंगले पर गैर के आदमी काम करते देखे गये । और हमारे कांग्रेस के वर्करों ने उन लोगों को काम करते देखा और उनके फोटो भी लिये गये हैं । ये फोटो मेरे पास इस वक्त यह हैं । और उनके नाम भी इन फोटों में लिखे हुए हैं । और ये फोटो रजिस्टरी करके स्टेट-मिनिस्टर के पास भेज दिये गये । मगर वह कहते हैं कि ये हमारे पास नहीं पहुंचे । आजकल इस तरह के वाकयात हिन्दुस्तान में हो रहे हैं । मैं अर्ज करना चाहता हूं कि इन बातों का कुछ न कुछ इलाज होना चाहिये । अस्ल में चीज यह है कि हम लोग रामराज्य लेकर यहां आये हैं और डेमोक्रेटिक हुकूमत के बजाय हमको ब्यूरोक्रेसी (bureaucracy) की मशीनरी ने घेर लिया है । हमारे स्टेट मिनिस्टर साहब बहुत ही लायक हैं और एक फर्स्ट क्लास डिबेटर भी हैं । उनका फर्ज है कि इन चीजों

को खुद देख लिया करें । उन्होंने जिस वक्त चार्ज लिया उन्होंने M. C. As. को लिखा कि वह हर काम करने के लिये तैयार है और जिन चीजों के मुताल्लिक रिपोर्ट करें उनके मुताल्लिक वह तहकीकात करेंगे । मैंने इनको तीन चिट्ठीयां इस बारे में भेज दीं लेकिन मुझे अभी तक एक का भी पता नहीं चला कि उनका क्या बना । यह शिकायतें रिश्वत के लिए नहीं थी । ये रेल्वे की एफीशेन्सी के मुताल्लिक थी ।

मैंने पानीपत से दिल्ली तक रेलवे में सफ़र करना बन्द किया हुआ है क्योंकि रेल में फर्स्ट, सेकेन्ड या थर्ड किसी में सफ़र करें लोग प्रश्नों की बौछाड़ कर देते हैं । हम से लोग पूछते है कि हमारी हुकूमत क्या काम कर रही है। मैं इनको इसका एक इलाज बताऊंगा । वह यह है कि स्टेट मिनिस्टर साहब को चाहिये कि वे प्राइवेट तौर पर M. C. As. को साथ लेकर रेलों में सरप्राइज-विजिट (Surprise visit) करनी चाहिये । इससे ऐसा होगा रेल्वे के मुलाजमिन को यह डर रहेगा कि हमारे ऊपर कब भेडियां पड़ता है । इससे बहुत हद तक यह चीज़ हट जायेगी । इसका नतीजा यह होगा कि ईस्ट पंजाब के रेल्वे स्टेशनों में काफी रिश्वत हट जायेगी ।

स्टेशनों पर तो इस तरह की रिश्वत बन्द हो जायेगी । दफ्तरों में रह जाये तो रह जाये । जो रिफ्यूजी कानट्रेक्टर पंजाब के थे, उनके क्लेमस अदा करने के लिए १७ जून में हुक्म दिया गया था सितम्बर में फिर इस हुक्म की वजात की गई कि उन्हें वे क्लेमस अदा किये जायें । लेकिन किसी भी कानट्रैक्टर को कुछ भी नहीं दिया गया है । इन चीज़ों में स्टेट मिनिस्टर और रेल्वे बोर्ड का कोई गिला नहीं हो सकता । क्योंकि यहां पर अव्वल से लेकर आखिर तक एक सी ही बात है । इसलिए इसको दुरस्त करने के लिए एक लम्बी ड्राइव (Drive) और कोशिश से काम करने की जरूरत है । अगर स्टेट मिनिस्टर साहब को कांग्रेस की कुछ इज्जत दिल में है, जोकि मैं जानता हूं कि काफी उनके दिल में है । तो उन्हें चाहिये कि वे खाली कागजात को देखकर अमल न किया करें बलके हालात को अपनी आंखों से देखकर अमल किया करें । अगर यह ऐसा नहीं करेंगे तो यह राम-राज्य नहीं कहलाया जा सकता । गांधी जी का जो स्वप्न था वह पूरा नहीं हो सकेगा । स्टेट मिनिस्टर साहब पर सब हालत जाहिर है और वह कई साल से इस असेम्बली में काम कर रहे है और अब जब कि वह इस कुर्सी पर आये हैं तो उनको चाहिये कि वह इन सब बातों का इन्सदाद करें । मैं इन अल्फाज के साथ अपनी गुस्ताखी के लिए माफी मांगता हूं और आप से फिर यह अर्ज करूंगा कि आपको चाहिये कि आप इस बात का इन्सदाद करें ।

(English translation of the above speech)

Master Nand Lal (East Punjab: General): Before the establishment of our Government in the Punjab it was well known that *Patwaris* while realizing the land revenue used to charge ten per cent. of the same as their *nazrana* and on every railway bill of lading one anna was charged by the railway employees. But after the advent of our National Government the people expected that there would be Ram Raj and all this would come to an end. But this corruption has swelled to such an extent that I feel ashamed in mentioning it. Even after the Congress Government has come in power the dreams of the people have not been realized instead the conditions have still more deteriorated.

In June last the Punjab Government celebrated an anti-corruption week throughout the Punjab. In Panipat also this week was celebrated. But the result was that after this week the chief goods clerk increased the amount of the bribes taken by him on the plea that as an enquiry would be held here against corruption so instead of one anna two annas would be charged for every bill of lading. Out of this sum half would be shared by him and the other half given to the person who would come here to make enquiries. When I came to know of this fact I organised a raid, with the result that on 24th June Mr. Shahani, a First Class Magistrate, caught him red-handed while taking a bribe of Rs. 50. After being caught the clerk stated that he was not at all at fault because he would get only a small share of the money and a major portion would be shared by the higher officials. In other departments bribes are taken individually but in the railway department every one, from top to bottom, gets his proportionate share of the bribes, so much so that stations are even auctioned.

Shri R. K. Sidhva (C. P. and Berar: General): Sir, may I know from the honourable member whether that person has been prosecuted?

Master Nand Lal: I have just stated that he has been caught and Mr. Shahani, First Class Magistrate, himself caught him red-handed. For two months his superior officers kept on hiding the facts and did not suspend him for 2 months, later on the police got him suspended and now the case is in the court. We thought that after this the conditions would improve and in future no such incidents would happen but bribery and corruption still went on. From Panipat trains go to Delhi, Ambala and Jind. If the honourable Minister of State were to see for himself the condition when these trains leave then he would find that regular robberies are committed there and nothing lawful is being done. The police constables and ticket collectors rob the passengers. While issuing tickets they make excuses and instead of issuing tickets for Ambala, give tickets for Mori, because the fare to Mori is two annas less. A similar incident took place with Kishan Lal, one of our social workers. He used to take with him candles. He had to go to Ambala but he was given the ticket for Mori. He lodged a report about this and 8th February was fixed for enquiry. But on 7th February the booking clerk and the chief booking clerk approached the President and members of the Panipat Congress Committee. They made entrities and acknowledged that they were at fault and requested to be pardoned. They said that the application was correct to the letter and requested us to pardon them. The congress people told them that such a matter could not be excused. But I took pity on them and told them that if it would be found that the railway servants have improved their behaviour and if they would perform their duties honestly then we would recommend that they may be excused. I sent a letter to Inspector of Enquiries asking him to postpone the matter till 12th so that we may make efforts that those people may work honestly and perform their duties truthfully. But they did not hand over this letter to the Inspector and declared that if the congress people absented from the enquiry then they would be able to tell the Inspector

that the congress people are hooligans and make reports for nothing. But they do not know that the congress people do not play with mud marbles. They attended the enquiry and gave their statements. Then the station staff tried to over-awe the congress people and began to abuse them. But when at last the matter took an ugly turn then they all began to touch the Inspector's feet and begged to be excused. The original statement of the booking clerk was torn and a new one prepared in its place. Kishan Lal reported the matter to me. The social worker Kishan Lal has also sent a letter to the honourable Minister of State, but as the letter is in Urdu, so it is just possible it may not have reached him; because what the officials do is that if some one makes a complaint they intercept it and do not allow it to reach the higher officials.

I submit before the honourable Minister an example from Ferozepur. There some persons of the gang were seen working at the bungalow of a railway officer. Our congress workers saw these people working there and also took their photos. I have these photos here with me. The names of the persons are also written in the photos. These photos were sent to the honourable Minister of State under registered cover. But he alleges that they did not reach him. Such incidents are happening in India to-day. I wish to submit that some cure for these ills must be found out. The real fact is that we had come here with the ideals of Ram Raj but instead of the Democratic type of Government we have been encircled by the bureaucratic machinery. Our honourable Minister of State is a very capable man and a first class debater also. It is his duty to attend to these things personally. When he took charge he wrote to the M.C.A. that he was prepared to do everything and would make enquiries about everything that would be brought to his notice. I sent him three letters in this connection but I am still in dark about their fate and do not know what happened to them. These complaints were not about corruption and bribery but concerned the efficiency of the Railways.

I have stopped travelling by train from Panipat to Delhi because in whatever class I travel, may that be first, second or third, people begin to shower questions after questions on me. They ask me what our Government is doing. I tell you very simple way out. The honourable Minister of State along with some M.C.A'S should privately pay surprise visits to the trains. The result would be that the railway officers would always be on the alert lest they might be caught napping. This would ease the situation to a great extent. The result would be that bribery and corruption would, to some extent, be eliminated from the railway stations of the East Punjab. In this way corruption and bribery on the railway stations will be stopped, but if it persists in the offices it may.

An order about the payment of the claims of the West Punjab contractors was issued on 7th June, and in September this order was again clarified that payment of claims be made. But so far nothing has been paid to any contractor. For this the Minister of State and the Railway Board cannot be exonerated, because here from top to bottom the condition is the same. So in order to reform this state of affairs it is essential to make real efforts in this direction. If the honourable Minister of State has in his heart any honour for Congress, which I am sure he has much, then he must not act only on seeing the reports but he must see the conditions for himself and then act accordingly. If he would not do so then this cannot be called Ram Raj. The dreams of Mahatma Gandhi would never be realized. The honourable Minister of State is in the know of all these things. He has been working in this Assembly for the last so many years and when he has occupied this Chair he should try to eradicate this evil. With these words I beg to ask pardon for my arrogance and would again submit that you should try to eradicate this evil.

Shri Prabhu Dayal Himatsingka (West Bengal: General): Mr. Deputy Speaker, Sir, I rise to support the motion to discuss the question of general administration with particular reference to economy. I would like to draw the attention of the honourable Ministers to the figures which will go to show that if a little better supervision is effected and if a little more push and drive is brought into the administration there will be a good deal of improvement even with the present number of wagons and the engines and locomotives that we at present have. The honourable the Railway Minister has in the statement shown that there has been an improvement from the position that the railways had come to. He said that the daily wagon loadings on the broad guage have improved from 9,800 in June 1948 to 11,267 in December. In this connection I would like to point out that it is not fair—I do not suggest that he has done it deliberately but I would submit that the month of June 1948 is not a happy month for him to have taken for comparison. I will show from the figures published in the, *Eastern Economist* recently that in 1945 the total monthly average of wagons loading in class I Railways was 6,52,000—that was of undivided India. Then in 1947 on account of partition and the aftermath of partition the figures went down—they went down so low as 3,40,000 in October 1947. But there is another month namely March 1948 which shows that even after partition and even with the depleted strength of the wagons and the over-aged engines 4,92,000 wagons could be loaded in March 1948. Then we find a gradual deterioration: in April it went down to 4,69,000, in May to 4,18,000 and in June 4,01,000. Therefore there is no justification for taking June 1948 as the basis and to state that there has been an improvement. You will notice that in March 1948, 4,92,000 wagons had been loaded. If that figure could be maintained the railways would be able to move about 20 per cent. more of goods than they have been doing in subsequent months and even now. There is no reason why that efficiency which was obtained in March 1948 cannot be maintained if a little more supervision is exercised and if a little more drive is brought into play. What is therefore necessary is that the officials of the Railway Board should examine these figures from day to day and pull up the station masters or the officers responsible for allowing inefficiency to creep in and to see that the rolling stock or the engines are utilised to their proper strength and in a proper manner.

Another matter to which I would like to invite the attention of the honourable Ministers is that on account of the system of priorities what happens is this. A large number of goods are in the priority list. For instance a number of wagons bring coal from the coal areas to different places. But when they return, because goods which are in the priority list are not available, I am told—I am not sure about the figures, nor will I be able to quote the figures, but that is my information—that the wagons are allowed to return empty and not allowed to carry goods which are not on the priority list. If that be so it needs attention. It may be that if those wagons are allowed to carry goods which are not in the priority list they may be delayed by a day or two. But certainly it will be more economical and it will bring in more money into the coffers of the Railways if these wagons are allowed to carry goods on the return journey even though they may not be in the priority list. That matter should be looked into and if the information I have given is correct some steps should be taken to remedy this defect.

Similarly I notice from an answer this morning that 64,500 claims were pending on 1st January 1949. I drew the attention of the honourable Minister of State for Railways to the delays in disposal and he was good enough to inform me that steps have been taken. This morning also he said that steps have been taken on and from 1st January to dispose of claims very speedily. So far so good. I can speak from my own personal knowledge

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that on account of the delay in the disposal of claims the railways have lost very heavily on account of the costs incurred on their own lawyers and on the lawyers of the parties who have had occasions to file suits. Now that steps have been taken I hope the disposal of claims will be attended to quickly and the Railways will be saved from spending money on lawyers, law courts and in having to settle claims at the point of the bayonet.

The Report of the Railway Enquiry Committee also shows that the staff strength is on the high side. I can speak from my own personal knowledge that a very large number of clerks in the different departments in the offices of the railway simply mark themselves present and do very little work. I have watched certain clerks for two hours not writing even a note of three lines. There also my point is that if more supervision is exercised this kind of inefficiency will go and that will save a lot of money in the number of clerks that the Railways have to engage and that will effect economy and save more money to the State.

The same remarks apply to the different workshops, running sheds and others. So far as the workshop at Lilloah is concerned my information is—I communicated it to the Minister of State—the capacity of the Lilloah workshop in 1936-39 was that it could produce about 200 wagons. Of course I find that it did not actually produce so many new carriages, but sixty new carriages were produced in 1938-39. The strength of the Lilloah workshop so far as labour is concerned has, I think, increased very considerably since then. Still you will find that in 1947-48 only thirty new carriages were built and some ambulance carriages and other carriages were reconditioned and reconverted. I think if proper supervision is exercised in the different workshops and the other running sheds and establishments under the railway administration much more work can be produced. If a job sheet or any other method is adopted—I am not a technical man and I cannot say what actually should be done—but if a little more check is exercised we might be saving a lot of money in these workshops and might be producing a lot of more work which will save the necessity of indenting from outside various parts which are required in the different railways. Therefore what I suggest is that the honourable Minister should see that the different officers whose work should be to supervise the different departments in the different Railways bring in more drive and more life into the work so that improvement and economy may be effected, thereby saving a lot of money to the coffers of the State.

Shri B. P. Jhunjhunwala (Bihar: General): Mr. Deputy Speaker, Sir, I must confess I was rather disheartened by the disquietening warning given by the honourable the Minister of State when he said that it is due to the overcrowding and the troubles and inconveniences arising therefrom to which our citizens have got accustomed that we are in a position to present a surplus Budget; otherwise it would not be possible for us to present a surplus Budget; we would have had a deficit Budget. I say rather disheartening because this statement has come from one who has taken great pains in studying the question of Railway Administration both as a legislator of this House and as a journalist. With the scanty information contained in the papers supplied to us it is not possible and I would not hazard a detailed statement thereby showing that surplus Budget even without overcrowding is possible. But I wish to make the humble submission that even under the present circumstances, if little leakages and loopholes are set right and attention is paid and administration is carried on with more vigilance, economy can be effected and a surplus Budget presented even without this overcrowding and inconvenience and troubles to the passengers. Take the instances of the grainshops, last year a cut motion was brought and I understand a Committee was formed, of

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which the honourable Minister of State was a member, and after thorough enquiry, I understand, that in one year it has been found that there will be a saving of about Rs. 15 crores in this.

The Honourable Shri K. Santhanam (Minister of State for Railways and Transport): May I inform the honourable member that his estimates are wrong. The actual estimates are Rs. 3 to 5 crores savings?

Shri B. P. Jhunjhunwala: I stand corrected. Let it be Rs. 5 crores. But the way in which the work is going on in respect of purchase of grains by the Railways is, I find from reliable information, such that the railway people go and raise the price of grain at every place with the result that they themselves get grain at a higher price and the market price is also raised. If these purchases are done in a more organised way, with proper vigilance, I am sure much more economy can be effected in this respect.

Then there is another very big item—stores purchases. I understand about Rs. 60 crores worth of stores are purchased every year. I do not know, the process by which these stores are purchased. If proper vigilance is exercised even here, it is not at all difficult to effect at least a saving of Rs. 4 to 5 crores. This morning I put an enquiry in a supplementary question as to the compensation the Railways paid last year against claims and I was told that notice was required for this. I understand this is a very big item and it is a result of corruption which should be checked.

Now, most of the Railways are nationalised and under the Government, I do not see the necessity for having so many headquarters at different places for different railways. These things must be organised in such a way that the headquarters may be located in one or two places so as to administer the railways for the whole of India. This will minimise overhead and other administrative expenses to a very great extent and shall be more efficient.

There are other small items. Yesterday Mr. Chaliha was saying that in coaches we are using steel. Instead of steel, if we use timber, we can save a lot. We shall have no need for importing so much of steel from outside and thus save also our hard currency.

The next thing is about production. We now take the work from the labourers on daily wages. if this is done on contract basis much more efficiency will result and the wage-earners will also get more.

From the statement I find that on the B. N. Railway there was last year a loss of 1·49 per cent. This year the loss is expected to to be 3·96. On the E.I. Railway the loss was shown to be 1·5. This year it is expected to be 1·65. In G.I.P. the profits were shown last year as 4·45. This year they are shown to be less. On the M. S. M. Railway, the profit last year was shown as 3·05. This year it is expected to be 1·04. On the O. and T. Railway the profit last year was 2·32. This year it is shown to be 1·4. On the S.I. Railway the profit was shown last year as 4·6 this year it is expected to be 2·32. O. and T. Railway which was known as B. N. W. Railway before used to make huge amounts of profit when it was under private management. I do not know why the profits of these railways are going down and down and losses are increasing every year though there has been no improvement as regards inconvenience and trouble to the public are concerned.

An Honourable Member: Rise in salaries.

Shri B. P. Jhunjhunwala: Not only rise here, but everywhere. The loss is not so much due to increase in salaries, but want of strict and efficient administration to check leakages. Sir, there are so many other points which have been brought out by other honourable members of the House and I do not want to repeat them and take the time of the House. But I wish to impress upon the honourable Minister of State who is so much for nationalisation that he should show that economy can be effected even under the present circumstances; that it can be done even in a nationalised industry and that we can run the railways with a surplus Budget. This is quite possible if the honourable Minister looks to different small leakages and does not get in desperate mood and say that it is only at the cost of indispensable necessary comforts required for a person that we can run the Railways at profit.

Shri Lal Mohan Pati (Mayurbhanj State): Sir, I was rather bewildered to hear so many things against the Railway Department. But I must nevertheless congratulate the honourable Minister for Railways for showing in the short period that he has been in charge a profit of some Rs. 7 crores. He has efficiently managed the work in various directions.

I submit that new Railways have not been opened in many places where, for the sake of the public, for the sake of the society and for the sake of the Railway itself, it should have been done. I speak particularly with reference to Mayurbhanj which is a district of Orissa. Mayurbhanj is in a peculiar geographical position. In Mayurbhanj there are valuable mineral deposits. Iron deposits have been unearthed. Vanedium deposits have been discovered in enormous quantities. Kaymite deposits have been found in enormous quantities. Similarly China clay. Mayurbhanj timber has acquired a fame and a name in the Indian wood market. Mayurbhanj timber is exported annually to the tune of several lakhs of rupees. So also the oilseeds of Mayurbhanj have a market. Similarly, there is a cotton mill started and work will begin very soon. In various ways, Mayurbhanj may be described as the "Switzerland of Orissa". It is on account of the want of railway facilities that it is in a backward state now. The Metre Guage railway is now from Baripada to Rupsa in the B. N. Railway. Another railway is from Tatanagar to Badampa. That is also connected with the B. N. Railway. Between these two lines there is no railway line, and again the Metre Guage is causing great hardship to importers of goods. Goods consigned to merchants in Mayurbhanj passing through Rupsa junction Station to the metre guage line are invariably found to be pilfered in the course of transhipment. It is a foregone conclusion. At the same time, if a claim is preferred to the Claims Superintendent, no trace is found of the goods nor is any satisfactory reply received from him.

I shall quote one instance. In 1947 an importer of cotton and cloth had consigned several bales of cotton cloth. One of the bales was missing when delivery was to be effected. He did not take delivery and wanted open delivery. Open delivery was given and the bale was found short. He preferred claim to the Claims Superintendent and also the Traffic Superintendent. For six months he did not get any reply. At long last he received a reply saying that the bale was stolen from a running train and the Railway was not responsible for that. You must remember that this bale of cloth was booked at railway risk; still the Railway said it was not responsible. I do not know if there is any authority, any person, responsible for these things. In order to obviate this difficulty, I suggest that a railway line may be opened from Baripada to Tatanagar—a distance of 100 miles. The only expense is, laying of lines. Lands would be available free of cost. In this connection a survey of

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the line was made in 1945 in the post-war reconstruction scheme of the Government and the papers are still with the Department.

Again, the work would have been done, but in 1947 the Government changed. I submit that in consonance with the importance of the place, the volume of trade and the economic development possible, the new line in that section should be taken on hand. This line would give an impetus to the working of the mines and the minerals in that area. With these few words I commend this motion.

Dr. Monu Mohan Das (West Bengal: General): Mr. Deputy Speaker, Sir, I rise to support the motion moved by my honourable friend Mr. Shiva Rao and others. I am glad to have this opportunity of expressing my views on the subject. Sir, after the very outspoken and trenchant speech of my honourable friend Mr. Tyagi, there is hardly anything left for a speaker like myself to dilate upon the particular point of Railway Economy. In his wounderful speech, unique in its own way, Mr. Tyagi has given the Railway Ministry many things to think and act. His vigour and liveliness in oration, his sincerity and firmness of conviction have driven straight in to the hearts of his listeners his points, he wanted to emphasise. I endorse every word that he said and I submit that I have nothing to add to it.

But, Sir, there are some minor matters to which I would now refer. So far as the common man is concerned, travel by train in India has always been a travail. It has never been a very happy and pleasant experience either in the days when the railways were owned by private companies or now when they are owned by the State. The disadvantages and discomforts which were the inevitable accompaniments of a train journey 20 years ago are all still there. The condition of travel of the average Indian who cannot pay for higher class tickets has continued to be the same under a National Government as it was under foreign imperial rule. The same overcrowding of compartments, the same filthy condition of the bath-rooms, the same dearth of water and the same out of order arrangements of light are still to be found, as they were found before when Railways were manned and managed by a foreign people. I admit Sir that improvement in all these directions cannot be effected overnight. I admit Sir, that during the short period for which the present Minister has been in charge of the Railways, and due to the momentous changes through which this country has passed, it is not humanly possible to bring about improvement in any respect. But what drives us to dispair and despondency, Sir, is the total absence of any drive or initiative along these directions. Not to speak of amenities and improvements, conditions have deteriorated to such an extent, that the very life and properties of passengers have been endangered. The occurrence of dacoity, murder, burglary and theft in recent months has rendered railway journey a veritable nuisance. About a few months back, a retired railway officer was travelling from Calcutta to Puri with his family. That, unfortunate officer and his grown up son were both killed by ruffians, a dacoity was committed upon them, with firearms. Sir, the present Governor of Assam, when he was High Commissioner of India in Pakistan was relieved of his suit-case while travelling by train at night nearabout Allahabad. Again, in similar circumstances, one of the most distinguised members of this House lost his suit-case containing two thousand amendments to the draft Constitution of India, and it is known to every body in this House. Sir, the loss of such a large number of amendments caused much annoyance and disgust to the member, because those amendments were the result of 'many sleepless nights and sleepy days' to quote the phrase of the honourable the Finance Minister. That honourable member had in con-

sequence to burn much of his mid-night oil to reproduce them from his brain. It is not known Sir, how far those amendments helped the burglars to frame their own Constitution. All these incidents have struck a great terror into the minds of the common people, especially the passengers of the higher classes. I would request our Minister to let us know what steps he is going to take in these directions to give protection to the passengers from these dangers.

Sir, the other day, the honourable Minister of State for the Railways referred to the criticism of the House this year as the mildest in the last 16 years. Sir, if the criticisms were mildest, it was not because of the high efficiency and integrity of the Railway administration; but because of the consideration and reasonableness of the members of this House, who took into account the short period during which the Minister has been in charge of the Railways, and the consequences of the last war, and the partition of the country.

My honourable friend, Hari Har Nath Shastri—he is not here—would give me a severe warning as he gave to our honourable friend, Mr. B. Das the other day, for criticising the railway employees in season and out of season. Sir, the reduction in efficiency and the lack of interest in their duties on the part of the railway employees have escaped the notice of nobody. The Indian Railway Enquiry Commission has not only mentioned it, but has made trenchant remarks about this. There is no doubt Sir, that so far as the efficiency and duty is concerned, the railway employees have suffered much. Sir it must also be said to the credit of the railway employees that this reduction in efficiency and lack of interest in duties is not only seen in the Railways, it is not only seen in other departments of Government, but it is found in all the spheres of activities of our national life. I think, Sir, this reduction in efficiency and duty is a feature, which is rather due to the peculiar psychology that has developed in the country with the advent of freedom. The national freedom which was denied to us for centuries and centuries has given rise to high hopes in our minds and not only high hopes but also ideas that, now as we are a full-fledged independent nation, we must have less work and more pay: we must have less responsibility and more right; we must have less duty and more leisure. Our national independence has led us to think that we need not exert ourselves any more, that everything which is necessary will come to us as a matter of course, without our working for it and without our asking for it. However, Sir, ideas have begun to change and it is a matter of great relief that our Government in its short tenure of office has been able to banish from the minds of the people such foolish ideas. It is true, that the process of reduction of efficiency among the railway workers has been arrested and we believe in the assurance that our Railway Ministers have given us, namely, that the upward process, the gradual and laborious process of increasing the efficiency of the Railways will now begin.

I congratulate the honourable the Railway Minister. Sir; he has given us so many verbal assurances and I earnestly hope that those assurances will be translated into action at a very early date.

Babu Ramnarayan Singh (Bihar: General): I thank you, Mr. Deputy Speaker for the opportunity you have given me. I have watched the discussions in this House and also the Railway Administration outside for the past several years, but, Sir, there appears to be no change whatsoever in any sphere of administration. It has been said with satisfaction and pride that the railway trains now arrive at their destinations in time. Yes, Sir, it is true I must admit it, but out of thousands of things, there is improvement in one thing, and for that there is satisfaction. This surprises me: I have with

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surprise watched this time that chorus of congratulations have been showered on the honourable Ministers for this or that thing, but I am sorry that I feel unable to join in the chorus. I feel doubtful whether they deserve any congratulation at all.

Mr. Deputy Speaker: Why a doubt?

Babu Ramnarayan Singh: But I am also tempted to congratulate them on the fact that they have received so many congratulations, deserved or undeserved. As I told the honourable Ministers in the beginning they must think of what the people want from them and I, on behalf of the people, want from them. The people want to see a change in the administration from the words and conduct of the local officials on the spot. Nobody hears, nobody knows who is the Railway Minister or who is the State Minister. Yet, people see the same kind of officers, the same kind of servants in the same uniform and with the same conduct. The aim of the honourable Ministers sitting here, ought to be felt throughout the whole administration. Sir, in order to frame the railway policy—I do not know what is their policy yet now—they have to study what was the policy of the past Government. The policy of the past Government was certainly the construction and expansion of the Railways in the country to keep people under control and to exploit the people for the good of the Britishers abroad. That was the policy of the past Government, and I do not know whether my honourable friends are following the same policy, because they have got no policy of their own. Sir, at present, I feel that our policy ought to be discussed in this very House, and then framed and followed. Our policy ought to be the provision for journey facilities to the people and for the development of the areas which have not been developed as yet. In short, all that would help to promote the general progress and prosperity of the people as a whole. As I said before, formely all the Railways of the country were constructed for imperial purposes; local needs were never considered.

I take my own province. It can very well be divided from the point of view of communications existing at present, into North Bihar and South Bihar. North Bihar has nothing to do with South Bihar; so is the railway. I am glad that they are going to construct a bridge on the Ganges: I do not know whether at Patna or Baktiarpur; the site has not yet been selected. I know that the site was provisionally fixed at Baktiarpur because the cost would be a little less. I would like to tell my honourable friends here, on behalf of the four crores of people of Bihar, that the site must be near Patna and not near Baktiarpur. If we are going to satisfy a national need, the cost must not interfere in this matter. If the cost of constructing a bridge near Baktiarpur is four crores and if the cost of constructing a bridge near Patna would be six crores, the two crores is nothing; that must not come into account. However, I am glad that a bridge is going to be constructed and I say on behalf of my province that the bridge must be near Patna and the Engineering and other technical experts ought to be definitely ordered that the bridge must be there and not anywhere else.

As I said that my province could be divided into North Bihar and South Bihar, South Bihar again could be divided into two, Chota Nagpur on one side and the other districts of the province on the other side. It appears as if Chota Nagpur is not a part of the province. Just now, I think, my friend Mr. Guba said, it takes 22 hours from Daltonganj to reach Patna. Similarly, some time before it used to take two days from Jamshedpur to reach Patna; however, these days a train runs from Jamshedpur to Barkakhana, from Barkakhana to Gomoh then from Gomoh to Gaya and then to Patna in a roundabout way. It takes a lot of time. There was a proposal—I do not

know what has become of that and I hope the honourable Minister would enlighten me on this—to construct a direct line from Patna to Ranchi. So far as I am aware, some survey also was made; I do not know at what stage that proposal is now. As I said before, the policy of the Government in railway matters ought to be to consult local needs and to satisfy them.

As regards the services in the railway department there are people who say, why do you talk of provincialism, and this and that. There is no question of provincialism. When there is a State concern, it is the duty of the State to provide the people with means of livelihood through that concern throughout the nation. I do not know what is the procedure in the matter of recruitment to the railway services. I say if there is a tinge of justice in the department, recruiting centres ought to be opened in every part of the country.

I shall not take up much of the time of the House; but I must say something about catering. The contract of catering is a glaring instance of bribery in high circles. A big contractor can afford to pay a big bribe; that is the only purpose in giving the contract to one person of Delhi or somewhere else to cater to passengers from Delhi to Howrah and on so many lines and stations. (*Shri B. Das; 'Madras, Nagpur and other places.'*) I ask my honourable friends to change this system here and now. When a line passes through an area, some stations are built and some sort of trade and commerce develop. To enjoy that trade and commerce, I think it is the privilege of the local people there. If there is a station near Gaya, I think all the advantages there should go to the people of Gaya and not to a man from Delhi or from some other part of the country. So far as local vendors to supply to the passengers whatever they want, are concerned, the local people ought to be allowed to do that.

My honourable friend Mr. Nandlal has said a very good thing. I endorse every word that has fallen from his lips and I earnestly request my honourable friends, if I have the courage and strength to speak on behalf of the nation, I call upon them to do two things: to do something in the matter of corruption and to do something in the matter of over-crowding. I know that the railway system is something like a vast ocean and my honourable friends are swimming. Whether they will reach the shore or not, it has to be seen.

Mr. Deputy Speaker: I am glad that they are not drowned.

Babu Ramnarayan Singh: As my honourable friend Mr. Nandlal has said, as Ministers they are big men; if they remain as big men, they will be useless. Let them behave as common men. In disguise like the Rulers of yore, they must go among the people, they must work with them, see with their own eyes what the people are doing and what the people talk about the railway department. Then, they would be able to do something. They must have the dash and the initiative; if they have not these things, they must get them from us today. Only then, they would be able to do anything. I may assure them that I cannot blame them for so many evils in the department. Unless they work with an extraordinary motive and capacity, they would not be able to do anything. As my honourable friend Deshbandhu Gupta told them yesterday, here in Delhi, below the very nose of the Ministers, so much of corruption is going on. I have seen many things in this connection. I shall be proud of them and their achievement if they root out corruption from Delhi. With these words, I would again request them to do something. I know they will do if they convert themselves to common men. If they think they are Rulers, Ministers and this and that, they are useless for the country.

Mr. Deputy Speaker: I belive Mr. Anthony and Mr. Nasiruddin Ahmed do not want to move their cut motions, but would like to participate in the debate. After Pandit Thakurdas Bhargava speaks, both of them will speak and the honourable Minister would then reply.

पंडित ठाकुर दास भार्गव : माननीय डेप्टी स्पीकर साहब, मैं आपका शुक्रिया अदा करता हूं कि आपने आखिरी वक्त में मुझको कुछ अर्ज़ करने का मौक़ा दिया।

[*At this stage Mr. Deputy Speaker vacated the Chair, which was then occupied by Shri S. V. Krishnamoorthy Rao (one of the Panel of Chairmen)*].

जनाब चेयरमैन साहब, मैं आपको मुबारक बाद देता हूं कि आप इस कुरसी पर जिसको पहले बड़े बड़े आदमियों ने मुज़य्यन किया है उस पर आज आप मौजूद हैं।

अब मैं बहुत अदब के साथ चन्द Suggestions आनरेबिल मिनिस्टर साहबान की खिदमत में पेश करना चाहता हूं और उनमें से अव्वल यह है कि जो रेलवे रिपोर्ट हमको पढ़ने को मिली उसका दूसरा पार्ट तो अभी तक मिला ही नहीं जिसमें कुछ फ़िगर्स वग़ैरह दिये होते। लेकिन इसको जो पढ़े तो इसमें एक चीज़ हर मर्तबा हरएक मेम्बर के नोटिस में आती है। वह यह है कि फ़रवरी सन् १९४९ में जिस चीज़ को हम पढ़ते हैं वह मार्च सन् १९४८ तक की होती है और जो उसका immediate interest इन पिछले आठ दस महीनों का होता है उसका इसमें कोई ज़िक्र नहीं होता है। यह सारे मामले stale होते हैं, जो चीज़ हम देखते हैं उसमें immediate interest नहीं होता। यह मैं जानता हूं कि जहां तक figures का मामला है वह इस साल के नहीं दिये जा सकते, और जहां तक फ़िगर्स का ताल्लुक़ है वह पिछले साल के ही दिये जा सकते हैं। लेकिन जो दीगर मामलात हों उसका ज़िक्र तो होना चाहिये, उसका ज़िक्र तो कम से कम होना चाहिये, क्योंकि उसके बग़ैर उनमें immediate interest पैदा नहीं हो सकता है। इसलिये मैं अदब के साथ अर्ज़ करता हूं कि इसके अन्दर इन बातों का ज़िक्र होना चाहिये। इसके बारे में एक और चीज़ जो मैं अर्ज़ करना चाहता हूं यह यह है कि मैंने इस रिपोर्ट को तक़रीबन शुरू से आखीर तक पढ़ा है लेकिन इसमें कोई ज़िक्र इस बात का नहीं है कि foreign travel के वास्ते यहां पर क्या रियायतें हिन्दुस्तान में मौजूद हैं। इसके अलावा इसके अन्दर जो internal travel के वास्ते कोई facilities मौजूद हैं या आयन्दा दी जावेंगी उनका भी कोई ज़िक्र नहीं है। दुनियां के अन्दर सारे मुल्कों में सब से पहली चीज़ यह है कि उस मुल्क के रहने वालों को मौक़ा दिया जाता है कि वे अपने मुल्क के मुख्तलिफ़ हिस्सों को देखें और उनके वास्ते facilities दी जाती हैं। मैं यह जानता हूं कि आजकल यह मुश्किल चीज़ है जब कि इस तरह congestion है कि रेलवेज़ चाहती हैं कि लोग सफ़र न करें और मैं

चाहता हूं कि लोगों को सफ़र की facilities दी जायें। तो यह चीज़ out of place मालूम होती है। लेकिन दर असल हमारा यह ध्येय होना चाहिये कि हिन्दुस्तान के मुख़्तलिफ़ हिस्सों के लोग कम से कम हिन्दुस्तान को तो देख सकें। मुझे याद पड़ता है कि रशिया के मुताल्लिक़ एक वक़्त मैंने पढ़ा था कि रशिया के अन्दर ख़ास तौर पर कोशिश की जाती है कि मुल्क के वासियों को सारे मुल्क में ट्रैवल कराया जाय, वहां के inhabitants को वहां का मुल्क दिखाया जाय। मैं जानता हूं कि हिन्दुस्तान के अन्दर ऐसे मुक़ाम मौजूद हैं, ऐसी जगहें मौजूद हैं कि जो दुनियां के सारे मुल्कों से भी ज्यादा ख़ूबसूरत हैं। लेकिन बहुत लोग नहीं जानते कि हमारे हिन्दुस्तान में क्या क्या चीज़ें मौजूद हैं। जब तक आप यह फ़ैसीलिटीज़ इंटरनल ट्रैवल में नहीं देंगे और आयन्दा से इस रिपोर्ट में एक पैरा इसके लिये नहीं देंगे तो मैं समझता हूं कि यह रिपोर्ट नामुकम्मिल रहेगी।

इसके अलावा अफ़सोस यह है कि जहां तक रेलवेस के वर्किंग का सवाल है वहां तक न तो मैं यह कहने के क़ाबिल हूं कि मैं मिनिस्टर साहबान को किसी तरह इसका ज़िम्मेदार इसकी ख़राबियों के वास्ते क़रार दूं या इसकी ख़ूबियों के वास्ते उनको ज़िम्मेदार ठहराऊं। बहुत थोड़ा अरसा हुआ है जब कि मिनिस्टर साहबान ने चार्ज लिया है और उनका पूरा प्रभाव पड़ने का पूरा अवसर नहीं हुआ है। इसलिये मैं इसके बारे में तो कुछ नहीं कह सकता कि हमारे मिनिस्टर साहबान मौजूदा हालत के लिये ज़िम्मेदार हैं। लेकिन जब मैं इस रिपोर्ट में Stock usage, Engine usage and Wagon usage इन तीनों के बारे में पढ़ता हूं ३२ पृष्ट पर तो बेशक मैं यह कहने को तैयार हूं कि रेलवेज से ठीक काम करने के बारे में मेरी तसल्ली नहीं हुई। ५८, ६०, ६१ पैरा के पढ़ने से ज़ाहिर होता है कि रेलवे का वर्किंग प्रापर नहीं है। मैं यह मान सकता हूं कि लड़ाई के असर की वजह से आप कुछ नहीं कर सके। लड़ाई से जो नुक़सान हुआ उसको पूरा करना आपके अख़्तियार में नहीं है कि आप उसको इतने थोड़े अरसे में पूरा कर देते। मैं यह भी मानता हूं कि इतने अरसे से यह रेलवेज़ foreigners के मातहत रहीं और उन्होंने अपने फ़ायदे के लिये नका इस्तेमाल किया। यह सब बातें मैं मानता हूं। लेकिन ताहम मैं यह मानने के लिये तैयार नहीं हूं कि हमारे वर्कशाप्स जो मौजूद हैं अगर हम उनका भी पूरा यूज़ (use) नहीं करते, वैगन्स जो मौजूद हैं उनका भी पूरा यूज (use) नहीं करते और एंजिन जो मौजूद हैं उनका पूरा रिटर्न per mile per day नहीं होता तो मैं इन सब बातों को देख कर यह कहने के लिये तैयार हूं कि जो हमारे अशख़ास काम करने वाले हैं वह इसके लिये ज़िम्मेदार हैं। इसलिये मैं सब से पहले यह कहता हूं कि जब एंजिन मौजूद हैं, जब वैगन्स मौजूद हैं और उनका पूरा रिटर्न

[पंडित ठाकुर दास भार्गव]

नहीं होता, जब रिपेयरिंग शाप्स में काम ठीक तरह नहीं होता और मरम्मत में ज्यादा देर लगती है इसके मानी यही हैं कि रेलवे में एफीशियेंट वरकिंग (efficient working) नहीं है।

इसके अलावा जो चीज़ मैं अर्ज़ करना चाहता हूं वह यह है कि जो रिपोर्ट नव्वायरी कमेटी ने दी है उसके Summary of Conclusions के दूसरे और तीसरे पैरा को पढ़ कर मैं यही कह सकता हूं कि दर असल हमारे रेलवे सिस्टम में बहुत बड़ी खराबी है क्योंकि उस रिपोर्ट में लिखा है कि ब्राइट फ्यूचर (bright future) नहीं दिखाई देता और अगले पैरा में लिखा है कि लेबर और स्टाफ़ भी slack है। मैं इस चीज़ को कि लेबर slack है निहायत ही दुख व फिक्र से देखता हूं। आपने यह बात कई मर्तबा सुनी है कि लेबर का दिल काम में नहीं है, यह एक ऐसी चीज़ है जिसका अगर इलाज नहीं किया गया तो बड़ी खराबी होगी। इसी तरह अगर स्टाफ़ भी खराब है और स्लैक है तो मैं नहीं समझता कि वरकिंग किस तरह सुधर सकता है। मैं इस खराबी को मिनिस्टर साहबान को attribute नहीं करता। लेकिन ताहम मैं यही कहूंगा कि चाहे कितने ही अच्छे हों जब तक कि आप राइट (right) स्पिरिट (Spirit) इनफ्यूज़ (infuse) नहीं करेंगे, स्टाफ़ आपके साथ कोआपरेट नहीं करेगा तब तक आपके काम में प्रोग्रेस नहीं हो सकती। लोग शिकायतें करते हैं। लेकिन जब मैं इसमें देखता हूं कि लेबर स्लैक है और स्टाफ़ भी स्लैक है तो फिर मैं अपना दिल थाम नहीं सकता। मुझे ट्रेड यूनियन के एक शख्स ने कुछ फ़िगर्स दिये और कुछ बातें बताईं। मैं उनकी थोड़ी सी शिकायतें आपके सामने इस लिये रखता हूं कि वाक़ई उनके साथ कितनी ज्यादती होती है। एक शख्स ने आ कर बताया कि अगर कोई शख्स जो उसकी वैजेज़ मुक़र्रर हैं उनको उसी दिन नहीं ले लेता तो उसको फिर वह नहीं मिल सकतीं। उनको वेजेज़ फिर सात सात आठ आठ महीनों तक नहीं मिल सकतीं। उस गरीब आदमी की वैजेज़ के arrears क्यों अगले महीने की तनख्वाह के साथ नहीं दिये जा सकते। मेरे पास एक ट्रेड यूनियन का आदमी आया और उसने मुझे ७१ चिट्ठियां दिखाईं जो कि लिखी गई थीं लेकिन उनका कोई जवाब नहीं आया।

अपील्स के बारे में मिस्टर एन्थनी ने आपको खिदमत में पेश कर दिया है, जैसा कि हर साल जिक्र किया जाता है। जो शख्स कि सज़ा देता है उसी के रिमार्क्स के साथ अपील आगे भेजी जाती है और अपील करने वाले की कोई सुनवाई नहीं होती। आप उस तरह क्यों नहीं करते, जैसा कि पोस्टल-डिपार्टमेंट में किया जाता है। आप चाहे इन्साफ़ करें चाहे न करें लेकिन हर

शख्स को यह महसूस होना चाहिये कि उसके साथ इन्साफ़ किया जा रहा है। आपके अपील्स के प्रावीजन्स बिल्कुल ग़लत हैं।

एक किस्सा मैं आपको सुनाऊं। रिफ्यूजीज़ के लिये यह हुक्म हुआ था कि उनको तीन महीने की तनख़ाह एडवान्स दे दी जाय। पांच या छः रिफ्यूजीज़ ने १८ फरवरी को दरख़ास्त की कि उनको तीन महीने की तनख़ाह एडवांस दे दी जाय। उनकी दरख़ास्त अगस्त में कन्सीडर (consider) हुई और उस पर हुक्म हुआ कि उनको एडवान्स दे दिया जाय और उनकी तनख़ाह से एक खास परसेंटेज के हिसाब से काट लिया जाय। उनकी सितम्बर और अक्टूबर की तनख़ाह से वह परसेंटेज तो कटने लगा मगर लोन उनको नवम्बर में मिला। हम लोग किस्सा सुनते थे कि कहीं आग लगी तो ६ महीने बाद हुक्म दिया गया कि आग बुझा दी जाय। यह वैसा ही किस्सा है। आप देखें कि इन रिफ्यूजीज़ की क्या हालत है। लोन तो पीछे मिलता है पर तनख़ाह पहले से कटने लगती है।

इसके अलावा आप देखें कि आपका स्टाफ़ के साथ क्या बरताव है। ई० पी० आर० के कुछ गार्डों ने शिकायत की है कि उनके अलाउन्स में कोई फ़र्क नहीं किया गया। बहुत से गार्डों को तो पहले के मुक़ाबले में कम अलाउन्स मिलने लगा है। क्या इस तरकीब से आप लेबर के साथ खेलना चाहते हैं।

अभी हाल में हमारे मिनिस्टर आफ स्टेट साहब ने ग्रेन शोप कमेटी की रिपोर्ट के २९ पृष्ट पर फ़ैसला किया था कि ग्रेन शाप्स के सिलसिले में एक जाईंट बोर्ड बनाया जायगा और उसमें यूनियन के दो रिप्रेज़ेंटेटिव होंगे। लेकिन एक और बड़े अफ़सर साहब ने यह फ़ैसला किया कि उन दो में से एक शख्स ऐसा होगा जिसे यह खुद मुकर्रर करेंगे। जब एक मिनिस्टर हुक्म देता है तो क्यों किसी अफसर को उसके हुक्म के साथ खेलने दिया जाता है। यह ऐसा सलूक है कि जिसको कोई भी मानने को तैयार नहीं हो सकता।

इसके अलावा जिन रेलवे मुलाजमों ने आप्ट आउट (opt out) होने का फ़ैसला किया है उनको सिविल कन्ट्रोल रेट पर अनाज नहीं मिलता है। हालांकि यह इकरार किया गया था कि सिविल कंट्रोल भाव से मिलेगा।

इसके अलावा आप मुलाहिजा फरमायें कि जी० आई० पी० और ई० आई० आर० ने रिफ्यूजीज़ के साथ यह रियायत की है कि जिनके पेनशन व प्राविडेंट फंड के कागज़ात अभी पाकिस्तान से नहीं आये हैं उनको सरविस

[पंडित ठाकुर दास भार्गव]

में रखा जाय जब तक कि यह कागजात न आ जायं। लेकिन ई० पी० आर० में जहां सबसे ज्यादा रिफ्यूजीज़ हैं, उनको इस रियायत से भी महरूम कर दिया गया है। यह चीजें दरअसल ऐसी हैं कि उस आदमी पर जिसको कि यह affect करती हैं जख्म का काम करती हैं। जब तक आप में और लेबरर्स में मुहब्बत पैदा नहीं होगी और जब तक आप उनके साथ इन्सानियत का बरताव नहीं करेंगे तब तक आप कितना ही अलाउन्स दीजिये, उसका कोई असर नहीं होगा। आप लेबर के साथ इन्सानियत, भलमन्साहत और generosity का सलूक कीजिय ताकि उनको यक़ीन हो कि लेबर और अफसर सारे एक ही महकमे के आदमी हैं। और तभी यह दिल लगा कर काम कर सकेंगे। आज हम कहते हैं कि सबको बराबर opportunities दी जायं। हमने कांस्टीट्यूशन में भी यह पास कर दिया है कि सबको बराबर अपार्चुनिटीज़ दी जायंगी। मैं आपसे यह अर्ज करूंगा कि अगर आप ऐसा करना चाहते हैं तो आप यह ख्याल करें कि हर आदमी को यह अपार्चूनिटीज़ मिलें, सिर्फ बड़े आदमियों को ही नहीं। अगर आप सारी चीजों में डिमाक्रेसी को फैलायेंगे तो यह जो हालत है यह जाती रहेगी। आज हमारे मुल्क के अच्छे से अच्छे आदमी, मोस्ट डिस्टिंग्विश्ड (most distinguished) आदमी मिनिस्टर हैं। अगर अब भी यह नहीं हो सकता तो मैं नहीं जानता कि यह कब हो सकेगा। मैं इस उम्मीद के साथ बैठता हूं कि अगले साल में हमको आपकी स्टीवार्डशिप (stewardship) के पूरे फायदे मिलेंगे और हम अगले साल आपको मुबारकबाद पेश करने के काबिल हो सकेंगे कि आपने बहुत अच्छा काम किया।

(English translation of the above speech).

Pandit Thakur Das Bhargava (East Punjab: General): Mr. Deputy Speaker, Sir, I am thankful to you for having given me an opportunity to say something at the tag end of the day.

[At this stage Mr. Deputy Speaker vacated the Chair, which was then occupied by Shri S. V. Krishnamoorthy Rao (one of the Panel of Chairmen).

Mr. Chairman, I congratulate you on your occupation of this Chair which has been previously honoured by very very prominent persons.

With all due respects, I would now like to place a few suggestions before the honourable Ministers. Firstly, we have not as yet been supplied with
4 P.M. the second part of the Report on the working of the Railways already sent to us—which would have contained some figures etc. But whoever goes through this once, one thing surely comes within the notice of every member, viz. that what we read in February 1949 that gives information only upto the end of March, 1948, and it does not at all contain any mention about the immediate interest which crops up during the intervening period of the last eight or ten months. All these matters have become stale and there is nothing which is of immediate interest from our perspective. I know this that so far as the question of figures is concerned, these cannot be shown for the current year and could only be given in respect of the preceding year. But some mention should

atleast be made so far as other matters are concerned because in the absence thereof no immediate interest can possibly be created therein. I would, therefore, respectfully submit that all such things should be dealt with in it. Another thing which I would like to say in this connection is that I have almost gone through this Report from beginning to the end. But this does not contain any mention about the amenities available here in India in respect of the foreign travel. Apart from this, it does not also contain any reference to the existing internal travel facilities or those that would be provided for in the future. The first and foremost thing which is done in other countries of the world is that the people living there are afforded an opportunity to visit different parts of their country and they are provided with necessary facilities. I do realize that now-a-days it is a difficult problem when such a state of congestion exists and the Railways want that people should not travel; whereas I urge that people should be granted travelling facilities. So this appears to be out of place. But as a matter of fact we must have an aim that the people living in different parts of the country should have an opportunity to see India atleast. I remember that once I read about Russia that special efforts are made there to ensure travel facilities to its inhabitants by taking them round the whole of their country. I know that there exist in India such places as surpass in their splendour and beauty those of any other country in the world. But many of the people do not know as to what things exist in our country. So long as you do not provide these internal travel facilities and include a para to this effect in the future Report, I take it that this report would be quite an incomplete one.

Apart from this, it is a matter of regret that so far as the working of Railways is concerned, I am not in a position to hold responsible the honourable Ministers in any way either for its merits or demerits. It has not been long since the honourable Ministers have taken over charge and they did not have enough opportunity to exert themselves. Therefore, I cannot say anything in this direction that the honourable Ministers are responsible for the present state of affairs. When I read about the usage of stock, engines and wagons at page 32 of the Report, I am undoubtedly prepared to say that I do not feel complacent with the proper working of the Railways. I agree that you could not do anything on account of the post-war effects. It is not within your power to make good the losses sustained during the war in such a short period. I also do agree that these Railways had remained under the control of foreigners for a pretty long period and they exploited them for their benefit. I admit all these factors. Still if we do not make full use of our existing workshops, wagons and engines and fail to secure their full return per mile per day, then I am prepared to say that our workers are solely responsible for this. Therefore the first thing that I would like to say is that when we have got engines and wagons which do not yield the full return, when work is not being properly executed in the Repair Shops and serious delays occur in carrying out the repairs, all this shows that Railways are not working efficiently.

Apart from this another thing which I would like to submit is that after going through Paras 2 and 3 of the summary of the conclusions contained in the Report of the Enquiry Committee, I can say that our Railway system is very much defective indeed, because it has been stated in that Report that there are no prospects of a better future. And it has been further pointed out in the next para that labour and staff are also slack. I am constrained to view with great anxiety and concern that labour is slack. You have heard so many times that the labour have got no heart in their work. If no steps are taken to remedy this state of affairs, it is bound to entail serious repercussions. Similarly if the fault rests with the staff also and they are slack, I fail to understand how can we improve the working conditions? I do not attribute this defect to the honourable Ministers. Nevertheless I would submit that however good you might be, until and unless you infuse the right spirit in the

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labour, the staff will not co-operate with you and you cannot make any progress in the realization of your object. The people do complain. But when I find that both the labour and staff are slack, then I cannot supress my feelings. A certain member of a Trade Union supplied me with some figures and told me a few things. I would place before you some of their complaints just to show you that now much injustice is indeed done unto them. Somebody told me that if any person fails to receive his fixed wages on the very day, these cannot be disbursed to him again. The wages cannot thereafter be paid to them for a period stretching from seven to eight months. Why can't the arrears be paid to that poor man along with his pay for the subsequent month? A certain member of the Trade Union came to see me and showed me 71 letters which were stated to have been written, but none of these could elicit any reply.

In regard to the disposal of appeals, my honourable friend Mr. Anthony has as usual explained to you the whole position. The appeal is forwarded to the higher authority along with the remarks of the person awarding the punishment and the appellant is not heard. Why don't you follow the procedure observed in the Postal Department? You may or may not do the justice but everybody should have the consolation that he is being justly treated. The provisions contained in your Appeal Rules are quite absurd.

I may just relate to you a short story. Orders were issued that the refugee staff should be paid an advance amounting to three months pay. On the 18th February, five or six refugees applied for an advance of three months salary being granted to them. Their applications were considered in the month of August and orders were passed thereon that they should be paid the advance and the recovery towards its repayment made from their salary at the rate of a certain percentage. The recovery based on that percentage was enforced from their salary for the months of September and October, but the loan was actually paid to them during the month of November. We people had heard of the tale that a fire broke out at a certain place and orders were issued after the expiry of six months that fire should be extinguished. This is also the same story. You may just see what is the condition of these refugees. The recovery precedes the actual payment of the loan.

Apart from this, you should look to the treatment meted out to the staff. Some Guards on the E.P. Railway have complained that no increase has been made in their allowances. Many of the Guards are being paid comparatively lesser allowances than before. By adopting these tactics, do you want to exploit the labour?

Till recently, our honourable Minister of State had given a decision which is contained at page 29 of the Report of the Grainshops Enquiry Committee that a joint board should be constituted to run the grainshops and that would consist of two representatives of the Labour. But another big boss gave a decision that one of these two persons would be nominated by him. When any Minister passes orders, why a subordinate officer is allowed to meddle with it? Nobody is going to tolerate such a treatment.

Apart from this, those Railway employees who have decided to opt out are not being supplied with grains at the civil controlled rates although a decision to this effect was arrived at.

Further I would like to tell you that the G.I.P. and E.I. Railways have granted this concession to the Refugees whose Pension and Provident Fund Accounts papers have not as yet been received from Pakistan that they should

be allowed to continue in service till such time as their papers are received. But on the E.I. Railway which employs the largest number of refugees, they have been deprived of this concession. As a matter of fact such things afflict the affected person like a wound. So long as you do not establish mutual concord with the labourers, whatever amount of allowance you might grant, it will not produce any lasting effect. You should treat the labour with humanity, gentlemanliness and generosity so that both the labourers and the officers may feel confident that they form part and parcel of one and the same Government; and then only they would be able to work in right earnestness. To-day we emphasize that equal opportunities should be afforded to all. We have, also, made provision to this effect in our Constitution that equal opportunities would be given to all. I would, therefore, urge that if you want to pursue this policy, then you should see that every person is given an opportunity and not only the big ones. If you instil the creed of democracy in all matters, then the present conditions will no longer continue. To-day the ablest and the most distinguished persons of our country are working as Ministers. If this cannot be accomplished now, I really fail to understand as to when this will be done? Before I resume my seat, I express the hope that by the next year we would derive the full benefit of your stewardship and then be in a position to congratulate you on your having done excellent work.

Mr. Frank Anthony: Mr. Chairman, comparatively few of the grievances of railwaymen have been voiced before this House and in the few minutes at my disposal I propose to touch briefly on what I feel are the major grievances, legitimate grievances, which are agitating the railwaymen today.

I feel I ought in passing to offer a word of congratulation to the previous speaker. His was the first voice I have heard in this House asking for a fair deal to railwaymen. It is axiomatic that our chief problem today is to secure the willing cooperation of labour. I tell the honourable the Railway Minister here that if they desire that cooperation they must deserve it. Do you deserve the confidence of railway labour? I say it without any qualification that you have not deserved the confidence of railway labour and if you persist in these policies you will continue not to get their confidence or cooperation.

I would refer briefly to the urgent need of doing away immediately with the present prevailing abuse of the system of selection. I have begged of you and I ask you to listen to me that for the sake of the railway administration substitute for this system of selection the old system of seniority *cum* selection. The present system and the abuses to which it has lent itself has the most demoralising effect on the railway administration. I think it is true without qualification. As a result of this abuse of the present system the poor railway men are suffering under a sense of frustration and bitterness without any heart in their jobs. What happens? Ten men with equally good records have their names sent up for selection finally the man lowest on the list, a man the most junior on the list, who has not worked alongside the rest, is pitchforked over their heads. The other nine men who have been superseded are working today with a sense of bitterness and frustration without hearts in their jobs: they are just carrying on until they can earn their provident fund. This is what is destroying the railway administration. If you call for a ballot of some description today I can guarantee that 99 per cent. of the men who are subject to this system will ask you to abolish it immediately.

What is the obstacle? What is the reason why you are not abolishing it? Because your senior officers do not want a powerful instrument of patronage to be taken out of their hands. They do not want this opportunity to practise nepotism to be taken away from them: they do not want this convenient

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avenue of putting in their curly-headed boys, their relatives near and distant into plum jobs, to be taken away from their hands. That is the only reason why your senior officers ask you to continue the present system which is being increasingly abused.

I wish to say a word about railway labour organisations. I feel that it is a very unhappy habit for the railway administration to single out a particular railway labour organisation and to deal with it exclusively as if it was the sole spokesman for railway labour. It is an unfortunate habit, it is an unfair habit. By continuing this habit the railway administration places a premium on the trouble-making propensities of a particular railway union. I say it without any qualification that there is no union today which can claim to have the following of all railwaymen throughout the country Do you think that because one particular railway union calls for a strike ballot, one particular railway union says that it will call for a strike that it will be able to implement that strike and paralyse the railway administration? No. But because you choose to single out a particular union because you practice favouritism you get jittery. The whole railway administration gets jittery, the whole country gets jittery because one particular union threatens to call a strike. I know that railwaymen are bitter and they are rightly bitter but the railwaymen are not anxious to go on strike. I can assure the Railway Minister that there is a hard core of railwaymen running into tens of thousands who are not anxious to strike. They only want a fair deal from you. Are you prepared to give that fair deal to them? I ask you, I plead with you not to try and adopt methods of bullying and intimidating them into giving up their legitimate grievances. I ask you also not to go in for this process of back-scratching a particular union. Railwaymen may not have much education but they have a robust common sense in general and avoid like poison any union which they regard as a stooge of the Government. A railwayman will refuse to join it if he thinks that its leaders are backscratchers, toadies and stooges of the Government. But I find that this process is going on. I find, Sir, that the railwaymen are prepared to join unions which are not stooge unions. But what are you doing? You are all the time giving grist to the Communist mill: you are driving these railwaymen into the arms of extremists and Communists unions. It is because of that very recently I accepted the presidentship of the oldest union in the country. I have found proof of what I am saying in the fact that railwaymen of all classes, of all communities, railwaymen of all sections are flocking to it, because they want a healthy trade union movement in this country. They do not want any stooge organisation: They do not want any irresponsible organisations, they do not want any mushroom organisations, organisations which are mere creatures of the Government, they want organisations which give them real trade union benefits, organisations which will not every now and then ask their men to go in for strike ballots or to threaten strikes. The railwaymen do not want these. They want healthy trade unions. Because Government should not encourage a stooge union or a mushroom union, which has a subscription of two or four annas as a membership fee. These two anna and four anna unions cannot subscribe to the basic principles of healthy trade unionism. They have necessarily to live on shrill, rancous promises and wild denunciation of the Government.

Sir, I shall refer to another matter which has caused a good deal of bitterness among the class II officers. I say this that the class II officer today without exception feels that he is being deliberately discriminated against. Formerly there was what was known as the Lower Gazetted Service. The men in the Lower Gazetted Service were in an anomalous and invidious position: they were officers with a permanent brand of subordinacy: they were branded as *pariahs*. The railway administration at one time decided to

abolish the L.C.S. But what do we find today? The railway administration has virtually introduced the L.G.S. throughout the Railways. Even on such Railways as B.N.R., B.B. and C.I. and G.T., where there was no L.G.S. class II has been introduced. I say this without qualification that these officer, to brand him as a *pariah*—as a class II officer. Your class II officers officer. They feel that the class I officer is making class I into a preserve for the class I officers and that he intends to keep the class II man as an inferior officer, to brand him as a *pariah*—as a class II officer. Your class II officers are the men who have been through the mill; they form the backbone of your administration; take them away and your administration will fall like a house of cards. I plead with the Railway Minister to do away with this class II immediately. By all means have a junior and a senior class. But don't justify it by saying that the Pay Commission recommended a class II. The Pay Commission did not suggest it. ..... I have only had seven minutes.

Mr. Chairman: He has had twleve minutes

Mr. Frank Anthony: I started at quarter past four exactly. If the Pay Commission recommended a class II it did not mean that a class II should be inserted where it did not exist. The former system on the B.B. and C.I. and S.M.R. was working with good results. Have a junior and senior scale if you like—the direct recruit and the promoted man. The complaint is also made that not enough vacancies are reserved for the promoted man in class I. This is a direct violation of a recommendation of the Pay Commission. We ask that ample opportunities should be given to able subordinates to be promoted to the highest rungs. It is felt that the class I man is trying to keep the class I appointments as a preserve for the directly recruited man that he is squeezing out the promoted subordinate. I am not talking of persons belonging to any particular community when I say that Class II officers tell me the test would come if you give them the opportunity of premature retirement: they will retire *en bloc*. I was talking to a Madrasi officer on the G.I.P. Railway recently and he told me "I want to serve the Government of Independent India, but I do not want to be treated as a *pariah*. Today if I am given an opportunity I will retire prematurely". That is the feeling of all your class II officers.

I referred briefly two days ago to the position with regard to the revised scales and allowances of running stuff. I mentioned in my speech at the general discussion of the budget that the application of these new scales has led to the lowering of emoluments in certain cases. I may tell you that I have received general complaints from every railway—the M.S.M., the S.I., the East Indian, the B.N.R., G.I.P. and B.B. and C.I. In all these Railways men have already drawn less under these revised scales than they were drawing formerly. I ask you to look into this matter betimes. The running staff today, because these revised scales are hitting them adversely, are forming their own organisations perhaps under Communist influence. They will hold the country to ransom if you do not look into what they regard as their legitimate grievances.

In this connection I want to draw pointed attention to one of the provisions in this revised system of rules. It is with regard to classification of recruitment and promotion between literates on the one side and illiterates and semi-literates on the other. I am sorry to say it but I feel it is a classification which was actuated by the motive to strike at members of my community. Those who have passed Matriculation, say, by one mark are to be regarded as literates and all others are to be regarded as semi-literates and given entirely different rates of pay and different avenues of promotion. Do you mean to say that a

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boy who has studied upto the Senior Cambridge is a semi-literate while a boy who has passed Matriculation is literate? Do you mean to say that a boy who has failed by one mark in Matriculation is semi-literate while a boy who has passed it by one mark is literate? In countries where standards of efficiency are the highest in character—in England, in Canada—they do not ask for Junior and Senior Cambridge qualifications for this sort of jobs. One of the reasons why the efficiency on railways has fallen is the fetish for paper examinations and paper qualifications. By all means ask for first-class Graduates for your Foreign Service. But do you expect people with first-class marks to fill successfully the jobs of firemen and drivers? What is happening today? You are getting men with clerical complex, men who cannot do practical work, hard physical work. You are pitchforking them into these kinds of jobs. A senior Hindu officer on the railway told me "A serious accident had taken place and I called a third class Graduate and told him 'Go immediately and report to me'. He said 'Sorry, I must have a bath first'. I told him 'If you don't go now I will give you the bath here and now'." That is the complex. You do not want these people with paper qualifications for these kinds of jobs.

I have two more points to cover. I will be able to do it in three minutes. At the time when railway employees were asked to opt for either Dominion—I have got the specific communique—they were told they could opt provisionally for either Dominion and they were also given specific guarantees that a provisional option would not affect their grade, posting and prospects in any way. But what has been done? Men who opted provisionally for Pakistan but finally for India, men who never left India but carried on working here, have been penalised today. They have been re-employed. A deliberate violation of this guarantee, a deliberate breach of faith has been perpetrated by the railway administration.

Shri Jaspat Roy Kapoor (U.P.: General): That showed where their sympathies lay.

Mr. Frank Anthony: This remark from my friend shows a false mentality. When these men opted they were not given any powers of pre-vision, they were not to know that killings would take place. They opted long before August 1947. Thousands of Hindus, Sikhs and Christians who had their homes in Pakistan and who could not foresee the killings and the strained relations which ultimately supervened, opted for Pakistan not because of political sympathies with Pakistan but because of their homes being there. Before the division and killings took place they made this personal option. Now you penalise them. Some of their families have been driven out. They have come here. They finally opted for India and you are penalising them.

Shri Jaspat Roy Kapoor: That obviously shows that they subordinated the interests of this country to their personal interests.

Mr. Frank Anthony: My friend does not understand. They opted not for any political reasons at all. I have got one minute more.

Mr. Chairman: You have taken fifteen minutes.

Mr. Frank Anthony: It is only 13 minutes. I don't wish to differ from you. I would just refer to one other case. Persons who opted provisionally for Pakistan went to Pakistan and finally opted for India. In their case, by all means investigate their antecedents. If it is found that their absorption into permanent service is undesirable, get rid of them. But be fair. Don't blindly accept police reports. To get rid of a Christian corrupt police officer may make false reports. Give them a chance. A case came to me and I dealt with it with one of the members of the Railway Board. He refused to

disclose the facts. The whole career of the man has been destroyed. He was given no opportunity to vindicate himself. If the report is true dispense with him. But why not give him the same treatment which has been accorded to all other government servants. An ordinance has been issued that the Govenor-General is empowered to discharge anyone found to be undesirable for security reasons. He is discharged and given compensation. Why do you single the railwayman out and remove him without assigniug any reasons? All rights to compensation have been taken away.

There are one or two other matters but I have not got the time. I do plead once again that the Railway Minister will deal with all these matters that I have raised in a sympathetic manner.

Mr. Naziruddin Ahmad (West Bengal: Muslim): I would like to know how much time would be available to me.

Mr. Chairman: Ten minutes.

Mr. Naziruddin Ahmad: At this fag end of the day I will not tire the House by showering congratulations on the Railway Minister. He bas done what was expected of him, namely to present a very honeat, simple and a straightforward budget. But with regard to certain aspects of the Railway administration, I like to refer to briefly. One is corruption.

Sir, corruption is more deep-rooted than would appear on the surface; it is ingrained in the public, it is also in the public officials. There are many who like to co-operate with the administration, but then if any acts of corruption are brought to the notice of higher officials no serious notice is taken. If any information is given it is not pursued or acted upon. Few people have the opportunity of corresponding with the Ministers or with the Railway Board on corruption. Many businessmen are afraid that if they give information however confidentially they may be treated here, somehow or other it will leak out and they are unwilling and afraid to incur the displeasure of the officials.

Take the case of ticketless travel. I don't think any information is needed here. Any official—trustworthy official—may stand at the gate where tickets are collected at any station. He will be met with a familiar scene, namely that hundreds of people go out without giving any ticket, without anyone asking for the ticket; the man at the gate stands unconcerned in an attitude of benevolent neutrality; he is not concerned—men go and come without any let or hindrance.

I once was asked to examine this situation in the railway station at Burdwan. I found people were going out without giving any ticket, without anyone asking for it. Then I wrote to the Station Master and after a long waiting a surprise raid was arranged by the Police Superintendent and the District Magistrate, and the Station master checked the gate for one train for half an hour. Several hundreds were found without tickets; they were dealt with adequately on that day, but this vigilance was not repeated. That is why people get tired of giving information. This can be verified any day and I believe this has much to do with economy. If we can prevent ticketless travel it will be a great thing and honest people will co-operate. It is easy to tackle this but it is not being tackled properly. It will if tackled, solve your finances very easily and solve much of your difficult problems.

With regard to thefts a reference has been indirectly made to it." (*An Honourable Member*: 'Now you come to your attache case'). Sir, I was the unfortunate victim of a burglary in a railway train. In fact, when I woke up durig the early hours, I found the window which had been securely locked from within, was halfway down and through the small opening two bags were stolen including some draft amendments to the Constitution. (*An Honourable*

[Mr. Naziruddin Ahmad.]

Member: 'To our great relief'). I believe that the theft had much to do with the shape of the future Constitution and had a constitutional significance.

The Honourable Shri N. Gopalaswami Ayyangar: May I ask the honourable Member what value he places on the property he lost?

Mr. Naziruddin Ahmad: Not much, but they would have probably shaped in an insignificant manner the future Constitution. Sir, railway travel at night is a dangerous job at particular places. When I woke up, I gradually realised that I was the victim of a theft. Then I called several station authorities at stations where the train stopped; nobody was in a mood to take any notice. Ultimately I practically forced one constable to come to my compartment and then he travelled with me for some time. I gave him a written complaint and that was ultimately carried to the station concerned. There I gave a kind of threat that the bags contained very important papers relating to the Indian Constitution and the Constituent Assembly and if possible they should be sent to me. I got back some waste papers and a torn bag were sent to me. They were found near the outer signal of Madhupur on the E.I.R. But the valuable papers were lost. It is suspected that the thieves were hired by the Government in order to remove the amendments!

With regard to railway workers and officials, a word is due. I think railway labour to a large extent, is exploited upon. They have grievances, but that is magnified and much capital is made out of them. I believe, as Mr. Anthony has said—he has large experience—that they should be dealt with fairly and squarely. It is by this means that you can make them come under the influence of desirable persons. Labour is a very delicate problem today, and I do not desire to say anything today which might prejudice the issue. In fact, one must congratulate the railway labour in having decided not to strike at this critical moment, but I believe their case should be sympathetically dealt with.

With regard to other officials, guards, drivers, and firemen etc., I am informed that the revised pay scale has been so manipulated or so constituted that their former pay has in many cases been reduced. They have a grievance in this matter and I think it deserves the sympathetic attention of the honourable Minister.

With regard to economy the expenditure is mounting. The pay scale is very high at the top. There is no sign of any attention being paid to reduce them to proper proportions. I believe that the pay scale should be revised on an all-India basis. They should not be considered as the pay of certain classes of railway officials. In fact, there are many public servants who are underpaid—some are overpaid. They should be revised throughout India on one uniform scale. The Government should try to set different standards for different classes of people and pay them a basic pay and then make further pay dependent upon the extra labour or extra efficiency. It should be tackled on a long-term basis.

With regard to third class coaches, I listened to the speech of the honourable the Minister of State with some amount of nervousness. The honourable Minister has said that he was taking good care to build more third class coaches. But the honourable the Minister of State struck a very doubtful note that it was by overcrowding, by a shortage of third class coaches, that the railway makes a profit. Somehow or other he stopped there, and it seemed to me that the policy, the real internal policy of the railway is not to build third class coaches so that they would profit by overcrowding. Otherwise I find no reason.....

The Honourable Shri K. Santhanam: I made it clear that we are taking all possible steps to increase the production of coaches and I stated that we are aiming at a target of a thousand coaches per year in the next five years.

Mr. Naziruddin Ahmad: Those are the usual promises but in view of the threat uttered from a responsible quarter that the railways are making a profit only because they don't utilise sufficient number of coaches, overcrowding becomes a benefit to the railway finances, It was this emphasis on the profit-side that made me a little nervous. Sir, I submit that the different aspects of these questions should be carefully attended to As a simple, straightforward gentleman, an honourable member of the House, namely, Babu Ramnarayan Singh, has plainly put it to you, "Do something; remove corruption from Delhi or from one station." It is not a proper thing to wait till some information reaches you. That was the attitude of the foreign government. It should not be the attitude of our own popular Government. I think any Minister, any trusted man can trace corruption and take drastic action. In this way alone we would be able to get rid of corruption.

Before sitting down, I should like to congratulate the honourable Minister for the excellent beginning he has made and I hope that at the next time the Budget is presented, we shall hear of no corruption, more efficiency and a more surplus Budget.

The Honourable Shri N. Gopalaswami Ayyangar: Mr. Chairman, I am sure the House will agree that within the few minutes that are at my disposal it will not be possible for me to traverse all the points that have been taken by honourable members in the course of the debate which has taken place since this morning. The Cut Motion itself was one for discussing general administration with particular reference to economy. So far as I have been able to gather, there has not been much of suggestion in the way of economy. The attack has been on the general administration.

I wish, at the outset, to draw attention to one observation made by an honourable member referring to a remark which was made by the Minister of State in one of his speeches before the House namely, that the criticism of the Budget has been of a mild description. The honourable member said that, if that criticism was mild, it was not because of any things of which myself or the Minister of State has been guilty in the way of improving administration to which we may have laid claim; it is rather due to the kindliness and the graciousness of honourable members in overlooking our faults. I wish straightaway to make it clear that if there is a vote on this Cut Motion, I shall not expect a vote which proceeds merely from the hearts of honourable members; I should insist on a vote which comes from their heads also.

In trying to traverse some of the points that have been raised, perhaps I might begin with the suggestions which were made by the honourable the Mover of the Cut Motion. He referred mainly to two points—research and publicity. Both these matters are being very actively considered at the present moment. We are re-organising the whole of the research set-up in Delhi and else-where—not merely the scientific research side but also the economic research side, and in this work of research we are associating on the scientific side representatives of the Council of Industrial and Scientific Research: we are associating people connected with the National Physical Laboratory; we are also associating engineers of all kinds and experts of various kinds. That is a set-up which will be elaborated and in connection with that we are making arrangements for obtaining advice from expert quarters in London, if that becomes necessary.

As regards publicity, a certain amount of publicity is being done on the different railway system. Honourable Members are perhaps familiar with the publicity side of Railways working within their areas, but it required a great deal of coordination and guidance and the new Tourist Traffic Section which is

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proposed to be set up in the Railway Ministry will take this up actively and organise publicity on better standards. It strikes me that, in evolving this organisation, it would be greatly helpful if prominent members of the journalistic profession could be associated with the working out of details and policies.

There was one point which my honourable friend Mr. Shiva Rao made. That was that he did not agree with the Indian Railway Enquiry Committee in giving the cold shoulder to the investigation of refrigerating arrangements in trains and carriages for the transport of perishable articles like fruit, vegetables and fish. I greatly sympathise with him and in a small way we are trying to do something in this direction. Only two or three months ago, I directed that an officer of the East Punjab Railway should be deputed to the Kulu Valley and Kashmir for the purpose of investigating the fruit trade there; and also investigating the question how that fruit could be transported to markets all over India. His report has not yet reached me, but we are not altogether forgetting this matter. If the experiment that we propose to make is successful, we shall probably proceed further in this matter.

Another suggestion of his which attracted me a great deal was the question of exhibition trains. He Particularly instanced the case of our using what has been collected by the Sarvodaya Exhibition here, transport it all over the country, so that people in different parts of the country might see the life of the Father of the Nation in all its various aspects during his long life or service to the nation. Perhaps, it might be possible for us, in consultation with the organisers of this Exhibition, to see whether anything can be done in this connection. I promise that I shall have the matter looked into.

The next speaker for whose frankness and even vehemence I have always considerable respect over reached himself in the course of this debate. I am referring to my honourable friend Mr. Mahavir Tyagi. He launched a tirade against the Railway Board and he also deflected some of it, though in a mild form, to the Ministers. Now let me say at once that if he takes the view that the people who are now in the office of the Railway Board are idle, doing no work, cooling their heels and drawing their pay, to put it very mildly he is very much mistaken. I should like him to come over to the Railway Board's Office when I shall give him an opportunity of sitting by the side of every one of these officers—provided of course he is prepared to stay there from 9 A.M. to 8 P.M.—and see what they are doing. I am prepared to throw out the challenge that the amount of work that each one of them does, he will not be able to do in thrice the time that they manage it. I wish to be rather strong on this question because I think strength must be met by strength. I think he was not quite fair to those officers when he said that they were people sitting idle and drawing their salaries for doing nothing. I think it is an insult to them. If he is under the impression that they are able to fool me, it is an insult not merely to them but it is paying a very poor compliment to me. This is the first time that I shall be acquiring the reputation—I have in my time dealt with officers at the level for many years—and be told that I have allowed myself to be fooled by people of that description. *(Babu Ramnarayan Singh:* "Is it impossible?") It is perhaps not impossible from Mr. Ramnarayan Singh's point of view. I am sure he apprehends that if he were in my place he will get befooled. That probably is his own fear. But I can tell him that so long as I am here I shall not allow myself to be fooled by anybody.

(At this stage Mr. Deputy Speaker resumed the Chair.)

Then, Sir, there was talk about the salaries at the top. That raises a very large issue. It affects not merely the salaries in the Railway Board; it affects salaries all over the country, in the various Departments. If you are going to touch the salaries of those who are now on the Railway Board,

you will have to touch the salaries of many other officers in the country. Of course, I remember that Mr. Mahavir Tyagi did not suggest the Government should touch their salaries but that the officers themselves should have the good sense to forego a part of their salaries.

Shri Mahavir Tyagi: No Sir, I expect the Government officers themselves should do it and if they fail then the Government should do it.

The Honourable Shri N. Gopalaswami Ayyangar: So far as the Government are concerned, I am afraid that no Government which wishes to respect contracts and agreements entered into in the past will embark upon any such step. It is possible that officers, out of their excess of patriotism, might be willing to say, 'Well, we will take only three-fourth or two-thirds of our salaries, though we are entitled to the full salaries.' But, human nature being what it is, and being also aware of the fact, that even honourable members of this Legislature have not yet voluntarily offered to forego some of their allowances...

Shri Mahavir Tyagi: Because Ministers draw more than the members did against the wishes of many of the members.

The Honourable Shri N. Gopalaswami Ayyangar: That is all right. Ministers at least did one thing. They did take a smaller salary than they were getting previously. I think, human nature being what it is, it is too much to expect this sort of thing. I cannot see how that can be a ground for attaching a body of men who work night and day for long hours and do the work that they have to prepare for us. I think it is unfair. I have been throughout these debates insisting that the more you recognise their work the more efficiency you can extract from the railway system, not merely in the case of manual labourers like the pointsmen, the porters and so on, but also in the case of the men who are officers. It is only from them that you have to extract work which would conduce to greater efficiency. Unless you treat them with courtesy, with ordinary goodness, kindness and so on, it will be impossible for you to expect willing, enthusiastic work from that sort of people. And I think it is a mistake on the part of any honourable member of the House to indulge in this sort of invective against a body of public-servants. I say that with great regret, because I have learned to appreciate Mr. Mahavir Tyagi, I believe he let himself go in the exuberance of the moment.

Shri Mahavir Tyagi: I still hold on to what I said. I do not appreciate your views in the matter.

The Honourable Shri N. Gopalaswami Ayyangar: Thank you. I hope honourable members here will give some appreciation to what I have said.

Honourable Members: Yes, yes. Absolutely that is so.

The Honourable Shri N. Gopalaswami Ayyangar: There is another point I think Mr. Mahavir Tyagi waxed eloquent upon and that was the case of these 300 W.P. engines. Now, various criticisms were levelled against this placing of orders for 300 locomotives in America. He said that mechanical engineers were not consulted, that marshalling yards were inadequate, that the soil could not carry these engines, that if anything went wrong with them they could not be repaired in our workshops and so on. Well, every one of these points is familiar to me, because these points were brought to my notice some weeks ago by somebody. I do not wish to say who it was. But I hope the House will understand me when I say that this is not a new thing. It shows that someone has been going round and spreading this particular story. The criticisms levelled against these locomotives are that they are a type that will not give satisfactory performance in India; they are too heavy for the track in India: that there have been no effective tests for this type of engines; that some

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of them had developed mechanical defects and others were not working satisfactorily; and that the number ordered is too large for requirements. Not one of these propositions could be supported by facts. The W.P. type, the Passenger engine, was evolved by the Railway Board in 1946, as an express passenger locomotive designed to burn inferior grade coal to replace the older type—the X.C. type which, however had an axle load of 19·8 tons. The axle load of the W.P. is only 18·5 tons. Now, 16 of these were ordered to be sent to India for trial. These were first ordered to be manufactured in the United Kingdom.

5 P.M.

Mr. Deputy Speaker. It is now five o'clock. We cannot go on.

Shri R. K. Sidhva: Let the honourable Minister go on with his speech. It is very interesting.

Mr. Deputy Speaker: I would call the guillotine at five. I am exceedingly sorry the interesting speech has to be curtailed.

Shri L. Krishnaswami Bharathi (Madras: General): Is it not possible by leave of the House to proceed with the speech?

Mr. Deputy Speaker: The rules do not permit it. It is five o'clock. I cannot do anything now.

Shri B. Shiva Rao: I beg leave of the House to withdraw the cut motion.

Mr. Deputy Speaker. Has the honourable member leave of the House to withdraw his cut motion?

The cut motion was, by leave of the Assembly, withdrawn.

Mr. Deputy Speaker: The question is:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of corresponding heads of Demands entered in the second column thereof."

The motion was adopted.

[*As directed by Mr. Deputy Speaker the motions for Demands for grants which were adopted by the Assembly are reproduced below.*—Ed. of Deb.]

DEMAND NO. 1—RAILWAY BOARD

That a sum not exceeding Rs. 32,58,000, be granted to the Governor General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Railway Board'.

DEMAND NO. 2—AUDIT

That a sum not exceeding Rs. 21,77,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Audit'.

DEMAND NO. 3—MISCELLANEOUS EXPENDITURE

That a sum not exceeding Rs. 46,70,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Miscellaneous Expenditure'.

DEMAND NO. 4.—WORKING EXPENSES—ADMINISTRATION

That a sum not exceeding Rs. 22,21,37,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Working Expenses—Administration'.

DEMAND NO. 5 — WORKING EXPENSES—REPAIR AND MAINTENANCE

That a sum not exceeding Rs. 49,93,08,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Working Expenses—Repairs and Maintenance.'

DEMAND NO. 6.—WORKING EXPENSES—OPERATING STAFF

That a sum not exceeding Rs. 33,64,31,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Working Expenses—Operating Staff'.

DEMAND NO. 7.—WORKING EXPENSES—OPERATION (FUEL)

That a sum not exceeding Rs. 24,28,65,000 be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Working Expenses—Operation (Fuel)'.

DEMAND NO. 8.—WORKING EXPENSES—OPERATION OTHER THAN STAFF AND FUEL

That a sum not exceeding Rs. 8,64,55,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Working Expenses—Operation other than Staff and Fuel'.

DEMAND NO. 9.—WORKING EXPENSES—MISCELLANEOUS EXPENSES

That a sum not exceeding Rs. 20,31,34,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March 1950, in respect of 'Working Expenses—Miscellaneous Expenses'.

DEMAND NO. 10.—PAYMENTS TO INDIAN STATES AND COMPANIES

That a sum not exceeding Rs. 1,67,39,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Payments to Indian States and Companies'.

DEMAND NO. 11—WORKING EXPENSES—APPROPRIATION TO DEPRECIATION FUND

That a sum not exceeding Rs. 16,19,33,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Working Expenses—Appropriation to Depreciation Fund'.

DEMAND NO. 12—OPEN LINE WORKS—REVENUE

That a sum not exceeding Rs. 7,65,16,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Open Line Works—Revenue'.

DEMAND NO. 15—CONSTRUCTION OF NEW LINES

That a sum not exceeding Rs. 4,23,52,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March 1950, in respect of 'Construction of New Lines'.

DEMAND NO. 16—OPEN LINE WORKS—ADDITIONS

That a sum not exceeding Rs. 17,65,34,000, be granted to the Governor-General to defray charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Open Line Works—Additions'.

DEMAND NO. 17—OPEN LINE WORKS—REPLACEMENTS

That a sum not exceeding Rs. 40,46,49,000, be granted to the Governor-General to defray the charges which will come in course of payment during the year ending the 31st day of March, 1950, in respect of 'Open Line Works—Replacements'.

DEMAND NO. 18—OPEN LINE WORKS—BETTERMENT FUND (PASSENGER AMENITIE

That a sum not exceeding Rs. 1,000 be granted to the Governor-General to defray charges which will come in course of payment during the year ending the 31st day of March, 1 in respect of 'Open Line Works—Betterment Fund (Passenger Amenities)'.

DEMAND NO. 19—CAPITAL OUTLAY ON VIZAGAPATAM PORT

That a sum not exceeding Rs. 14,65,000 be granted to the Governor-General to defray charges which will come in course of payment during the year ending the 31st day of Ma 1950, in respect of 'Capital Outlay on Vizagapatam Port.'

Shri R. K. Sidhva: May I submit, Sir, in view of the great importa of the matter, the honourable Minister may be allowed to proceed with speech. Otherwise I feel that it would create a bad impression on the pub I therefore, submit either let us hear the honourable Minister completely or him issue a statement. It is a very important matter—these 300 engine and the public feel that they are rotting and they are useless and public mon has been wasted. You can understand the feelings of the House.

The Honourable Shri N. Gopalaswami Ayyangar: If the House so desir I will issue it in the form of a statement.

Mr. Deputy Speaker: The honourable Minister has assured the House t he will issue a statement. Nothing more can be done now. The Ho stands adjourned to 10-45 A.M. tomorrow.

The Assembly then adjourned till a Quarter to Eleven of the Clock Thursday, the 24th February, 1949.